

COLORS & MARKINGS OF THE

A-10 WARTHOG

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C&M
VOL. 24
INCLUDES PHOTOS OF AIRCRAFT IN
OPERATION DESERT STORM



Dana Bell

THE COLORS & MARKINGS SERIES

The Colors & Markings Series has been designed to provide an ongoing and continually expanding series of publications covering the paint schemes, squadron markings, special insignias, wartime mission and kill markings, and the nose art carried by many of the most important aircraft in aviation history. The purpose of this series is to furnish aviation historians, enthusiasts, and scale modelers with the most complete, accurate, and detailed reference source for these paint schemes and markings that is available anywhere in the world.

Most books in this series will have sixty-four pages and will contain approximately two hundred photographs. When older aircraft are presented, and extensive color resources are not available, there will be less color, but more black and white photographs. Captions for the black and white photos will describe the colors involved in as much detail as possible. Except for the front cover illustration on a few of the titles in this series, no artist's paintings will be used, because sometimes these have errors. Instead we will only use general and detailed photographs in order to provide the most accurate information possible.

Beginning with Volume 20, each book in the Colors & Markings Series will have approximately 100 large color photographs. This is twice the amount of color contained in most of the previous volumes. Additionally, there will usually be between ninety and one-hundred and ten black and white photos. We will make it our policy to keep the photographs large so that the markings show clearly. Dates on which the photographs were taken will often be provided so that the reader will know the time frame for which the paint scheme and markings are appropriate.

The service life of each aircraft will dictate the coverage of each book. In some cases a given title in this series may cover a particular time frame and/or a specific variant of an aircraft. The regular Air Force units that operated the aircraft may be the focus of one book, while the Air National Guard units that flew the same type of aircraft may be the subject of another. In short, the scope of each book will be narrowed and defined so that complete coverage can be presented. However, it should

be understood that it is impossible to show every marking that was ever used on a given aircraft. That is not our goal, but we do intend to provide the most extensive, detailed, and accurate coverage of the colors and markings for each aircraft that can be found in aviation publications anywhere at any price. In order to do this, we will not follow the "shotgun" approach for selecting photographs that is used for most aviation pictorials. Instead of simply using a certain number of photographs that were chosen only for their photographic quality, the photographs in the Colors & Markings Series will be selected as much for the coverage they provide as for their quality. In most cases, the books in this series will illustrate the paint schemes and markings for the aircraft that is being covered on a unit-by-unit basis. When a unit has used more than one paint scheme or set of markings, multiple photographs will illustrate the different variations. No other aviation publications provide such extensive and detailed coverage of paint schemes and markings used on the world's most famous aircraft.

Clearly, the best way to illustrate paint schemes and markings is through pictures, so in order to include as many photographs as possible, no extensive narrative will be provided to cover the developmental or operational history of the aircraft. This we will leave to books designed primarily to present such information. Each book in this series will include only a brief introduction which will explain the scope and format being used for that particular title. Background information about the paint schemes that were used on the aircraft covered will also be provided. But for the most part, it will be the captions for the photographs that will tell the story of the aircraft and its markings. To as great an extent as possible, photos that have not been published before will be used.

We have been fortunate to receive the cooperation and assistance from some of the best known aviation photographers in the world who have offered photos from their extensive collections for this series. Their assistance and cooperation is instrumental in making the Colors & Markings Series the best reference source of its kind that is available anywhere in the world.

ABOUT THE AUTHOR

Dana Bell began studying aircraft and building plastic models in the 1950s. An introduction to the Northeast New York Chapter of the International Plastic Modelers Society during college eventually turned a long time hobby into a full time job in the archives of the Smithsonian's National Air & Space Museum.

Continuing to dabble in history as an amateur when not at the office, he has become an authority on the evolution of U. S. Air Force camouflages, color schemes, and markings. He has written fourteen books including

The A-10 Warthog in Detail & Scale. He has published articles in American, European, and Asian magazines and is a frequent contributor to the "International Color and Camouflages" feature in *FineScale Modeler*. He is also a well known aviation artist, and his technical drawings have appeared in many books including the Detail & Scale Series of aviation publications.

Dana lives in Virginia with his wife Susan and their cat. He also enjoys air-to-air photography, his son's soccer games, and his daughter's pancakes.

COLORS & MARKINGS OF THE **A-10 WARTHOG**

**C&M
VOL. 24**
INCLUDES PHOTOS OF AIRCRAFT IN
OPERATION DESERT STORM



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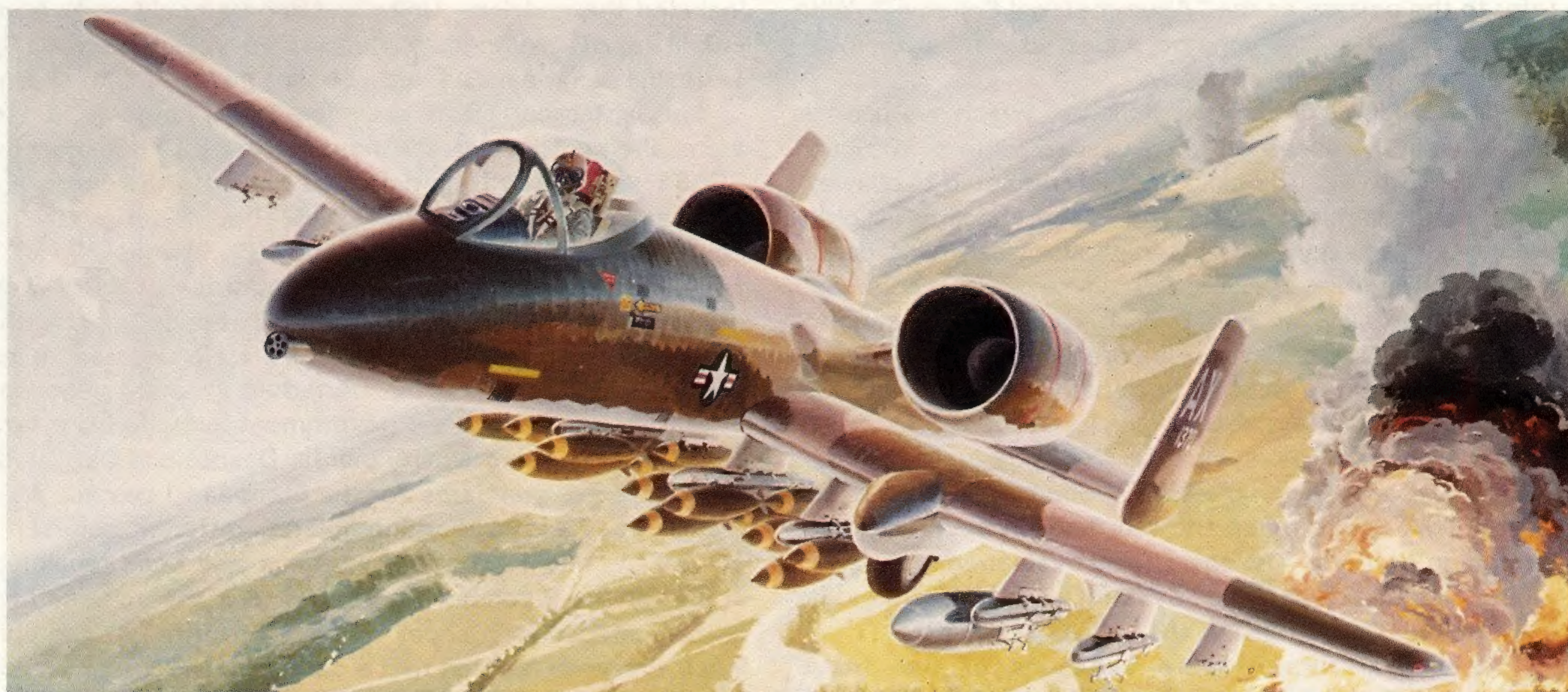
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Front Cover: "Flipper" and "Peanut" head the 917th Tactical Fighter Wing's ramp at Barksdale AFB in July 1991.

Rear Cover, Top: The 111th TASG's 81-949 is seen in European I camouflage during August 1991.

Rear Cover, Bottom: A-10A 81-984 of the 92d FS, 81st FW, shows the UK version of the new "Ghost Grays" camouflage.
(Strandberg)

INTRODUCTION



Fairchild Republic illustrators originally depicted the A-10 in standard TAC camouflage - not an unreasonable assumption for 1970. Ironically, the scheme was one of the few never worn by an A-10. (Fairchild Republic)

A-10 paint schemes encompass twenty years of Air Force camouflage development. The Warthog carried twelve color schemes before the first camouflage was standardized for production; three additional patterns have seen operational use. Many paints and schemes, including European I, first flew on an A-10.

The first third of this book documents the evolution of Warthog color schemes, paying a bit more attention to technicalities than is usual for a **Colors & Markings** volume. (While I apologize for the overkill, the details which emerged during research seemed just too valuable to omit.) The book's second section, covering units, is organized by base in an effort to keep up with the Air Force's gerrymandering of wings. And the last six pages document Warthog markings used in Desert Storm.

Among the many contributors to this book, I would like to single out a few for special thanks. Theron Rhinehart arranged to release many Fairchild Republic records, while Jay Miller loaned his entire A-10 collection for several years. Charles Wyndham and Barry Spink provided much of the material for the Desert Storm section. Jim Rotramel and Brian C. Rogers reviewed the text, as did Wally Van Winkle, who also provided a majority of the photos. And finally, a word of thanks to Jack Morris, who first drew my attention to the world of A-10 colors with a 1976 IPMS slide show.

The two YA-10 prototypes were delivered in the Air Force Standard Exterior Finish of overall gloss Aircraft Gray 16473.* Camouflage was first applied for 1974's A-7 flyoff. Rather than apply TAC's then-standard camouflage, the Air Force took advantage of new paint technologies developed to improve defenses against optical-, IR-, and radar-guided weapons. The Air Force had developed a "gunship quality" paint for use on AC-130 gunships, and this 36118 "Gunship Gray" was

painted on the second prototype.

Concerned with vulnerability to ground fire, the Air Force stressed celestial camouflages. Each preproduction airframe was ordered in a different scheme. The first, 73-1664, wore overall 36118 Gunship Gray. A mottled gray on 73-1665 was created by an uneven overspray of white over a black base coat. Aircraft 73-1666 wore overall 36320 Dark Ghost Gray. Aircraft 73-1667 wore a special new Honeywell paint called "40% Reflecting MASK-10A." (MASK-10A paints had no FS595 equivalents, and colors shifted with lighting conditions.) 73-1668 and 73-1669 had mottled white patterns over a black base coat.

The A-10 went into production without an official scheme. There is some disagreement over the first five production airframes. For the first three, 75-258 through -260, Fairchild Republic records show overall 36320 Dark Ghost Gray; Air Force records show overall 36375 Light Ghost Gray. The Air Force also shows that 75-258 had a gloss and sheen control not used on the other two. Color slides offer no clue as to the actual colors.

The next two aircraft carried schemes combining a MASK-10A with a Ghost Gray, but again Air Force and Fairchild Republic records disagree. 75-261 wore a Ghost Gray on upper surfaces and sides, with a MASK-10A on undersides. The Air Force lists 36375 Light Ghost Gray and 50% Reflecting MASK-10A; Fairchild Republic reports the colors as 36320 Dark Ghost Gray and 40% MASK-10A. 75-262 reversed the combination, with MASK-10A on uppers and sides and 36320 Dark Ghost Gray below. The Air Force notes the MASK-10A as 40% Reflecting while Fairchild Republic lists 50% Reflecting.

75-263 carried the first production camouflage. The paints were DeSoto versions of MASK-10A (called "Super Desothane") in 30% (darker) and 50% (lighter) reflectance values. The pattern was asymmetrical with dark patches on either side of the forward fuselage. For clarity, we

* The five-digit color numbers listed in this book refer to the U.S. government color standard FS595a and FS595b. Capitalized color names are commonly accepted names; lower case names are simply color descriptions.

refer to the pattern as the "Asymmetrical Scheme." With slight variations, the scheme appeared on fourteen airframes before being replaced.

That second production scheme, which we call the "False Canopy Scheme," also used DeSoto's 30% and 50% MASK-10A. The paint was reformulated to alleviate weathering problems, and the colors became slightly greener. The pattern was completely revised, with darker upper surfaces and sides, lighter under surfaces and shadow areas, and a 36118 Gunship Gray false canopy. A total of 146 aircraft were painted in this scheme.

The passing of the "False Canopy Scheme" had little to do with its effectiveness as a celestial camouflage. During an operational evaluation, Nellis crews found that while tactics could help evade ground defenses, bright MASK-10A colors made the Warthog an easy target for defending fighters. The operational evaluation was JAWS (Joint Attack Weapons System) and the resulting camouflage is often called the JAWS Scheme.

Only four aircraft wore variations of the JAWS Schemes. Each used one of five colors as a base, with the other four spotted on from spray cans and brushes. The colors were 36231 gray, 34092 dark green, 30118 brown, 34102 olive green, and 30227 tan. Two aircraft participated in JAWS II and proved that terrestrial camouflages could be effective. But small spots did nothing to improve camouflage effectiveness and did everything to create a maintenance nightmare - touchups alone required the stocking of five paints!

TAC approached a contractor for help with an improved terrestrial camouflage. The contractor recommended a monochromatic scheme of 34092 dark green, 34102 medium green, or 36231 Dark Gull Gray. TAC instead elected to apply a pattern of all three colors, and in September 1978 aircraft 75-266 and 75-269 were repainted in the new scheme. 75-259 was painted in a darker variation of the scheme using 36118 Gunship Gray; Nellis crews called the scheme the "Charcoal Lizard." In production, 36081, an even darker gray, was substituted, and the "European I" scheme was born.

The factory delivered its first European I aircraft in January 1979, as depots and unit paint shops began repainting earlier aircraft in the scheme. The contractor had just completed the first two European I aircraft when the Air Force requested a pattern modification adding a section of 34102 light green to the right engine nacelle (see drawing on page 18). Subsequent factory aircraft carried with this variation, but Air Force tech orders never

included the revision. Units and depots could work from either set of drawings, and, fourteen years later, A-10s were still being painted without that patch of light green.

In September 1985, drawings in Air Force TO 1-1-4 were altered to paint the nose forward of the canopy 36081 dark gray. (The right and bottom drawings were not updated until March 1986, but there were no application problems.) In August 1989, Change 29 to TO 1-1-4 ordered that the entire leading edge of each wing be painted 34092 dark green for ease of maintenance. At the same time, all rudder surfaces were ordered to be painted light green 34102. Another variation does not appear in drawings: the government provided the two suppliers of gunship quality paints, Desoto and Deft, with different color standards for the European I colors. As a result, many A-10s wore completely different colors!

By the mid-1980s, all Warthogs had been repainted in one of the European I patterns. But the scheme had unfortunate consequences in Desert Storm. At the unit level, everyone realized that a dark green aircraft was not effectively painted for the desert. And yet, Air Force planners forbade any camouflage alterations! The 917th TFW developed two camouflages - a gray called "Flipper" and a sand-and-brown called "Peanut" - and repainted five New Orleans jets scheduled for deployment. The Air Force ordered all five repainted in European I. A similar event occurred at Alconbury, where a 10th TFW Warthog was repainted in a monochromatic gray; it was repainted before it left the paint shop.

After Desert Storm, many USAF reviewers demanded the A-10's return to celestial camouflage. Logistics folks at McClellan AFB, California pulled out their drawings of the False Canopy Scheme. As MASK-10A had been out of production for thirteen years, Light and Dark Ghost Gray were chosen as replacements. The first repainted aircraft came from the 81st FW in the UK, but, without benefit of drawings, unit painters created several non-standard patterns. Other unit paint shops have begotten their own variations. We will refer to all of these variations as the "Ghost Grays" schemes.

At this writing, over 150 A-10s have been repainted in the Ghost Grays, yet there are indications that the scheme will again change soon - the Ghost Grays may be too light for the A-10. The 52d FW planned to test 36231 on upper surfaces, but that test has been delayed. After twenty years, there may still be a few chapters to be written in the history of A-10 camouflages.....



Photographed in February 1994, 79-085 wears the new standard Ghost Grays scheme. White tail tops are traditional for Davis-Monthan command aircraft; the flaming sword is drawn from the 355th FW insignia; the red checks represent the 333rd FS.
(Van Winkle)

231 PROTOTYPE SCHEMES 19



Both YA-10 prototypes (71-1369 and 71-1370) were delivered in the standard exterior finish of overall 16173 Glossy Aircraft Gray. Safety markings were in full color, including the 11136 Insignia Red interior surfaces of the speed brakes. This photograph is dated June 1973. (Miller)



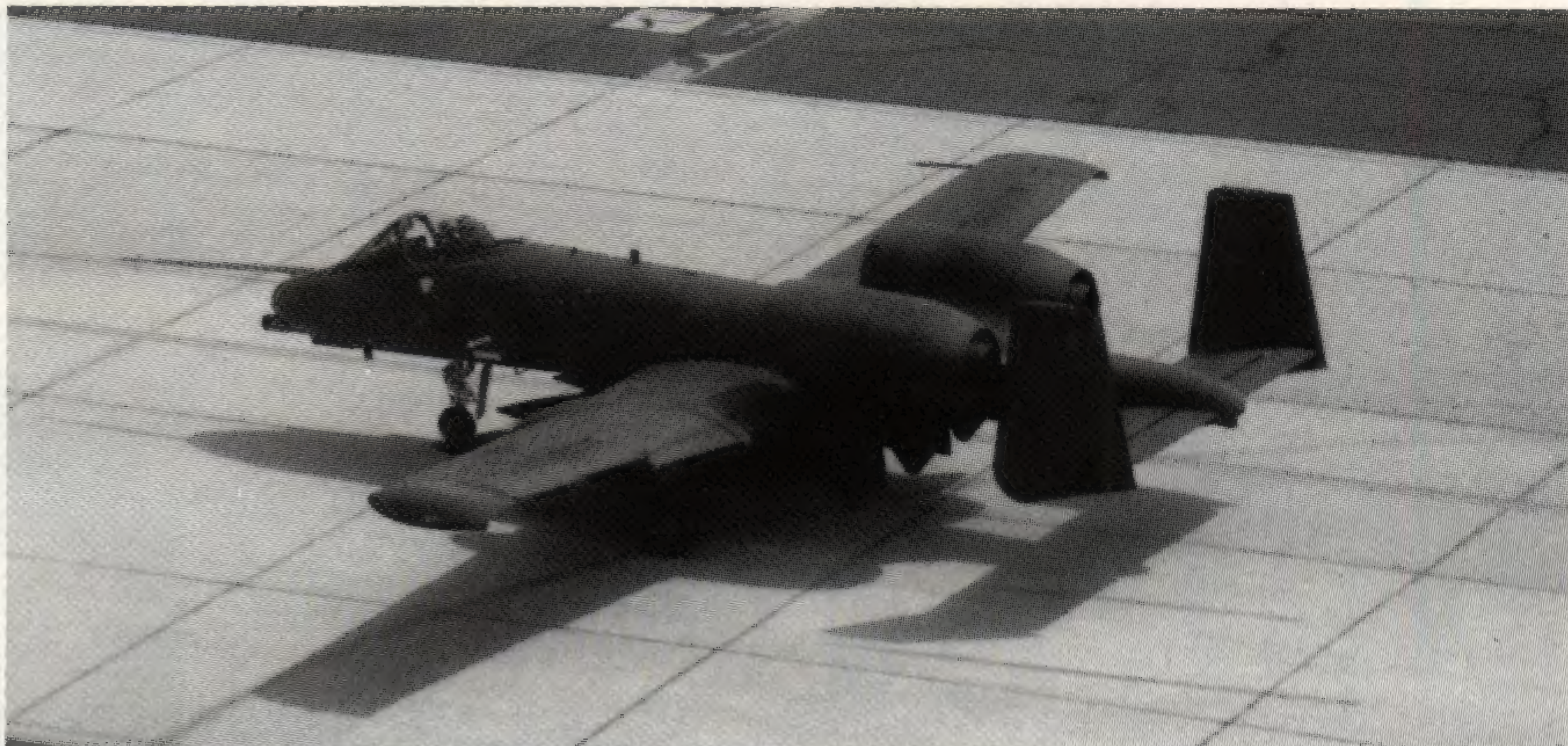
The second prototype is shown here in its delivery colors with a yellow and black instrument boom added at Edwards AFB. U. S. AIR FORCE was painted on the nose, and U.S.A.F. on the wings, in 17038 gloss black. (USAF)



The second prototype was camouflaged using new "gunship quality" paint (color 36118 Gunship Gray) for the flyoff against the A-7D during the spring of 1974. That October, soon after returning to the flight evaluation program at Edwards, the left wing and outer tail surfaces were painted white for spin tests. (Brewer via Morris)

PREPRODUCTION SCHEMES

*The first preproduction A-10A (73-1664) is shown here at Edwards in April 1976. The aircraft wore overall 36118 Gunship Gray, with low-vis safety markings and national insignia.
(Jenkins via Flightleader)*



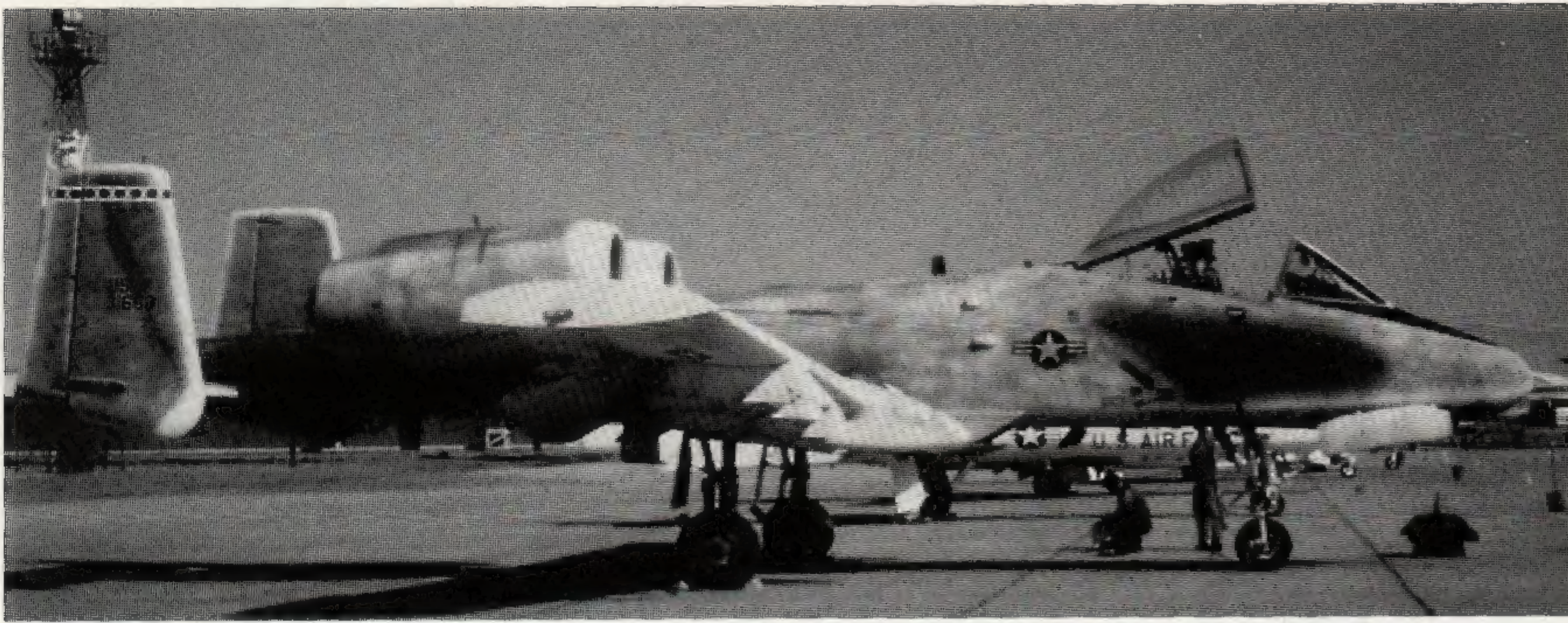
*Aircraft 73-1665 is shown here in June 1975, only one week after delivery. The aircraft had first been painted overall 37038 flat black. Within six to twenty-four hours, a coat of 37857 flat white was applied to a thickness of .7 Mils ($\pm .2$ Mils).
(Knowles via Flightleader)*



*Number 73-1666 was painted overall 36320 Dark Ghost Gray and was one of four A-10As to have 11136 Insignia Red painted inside the speedbrakes. (75-258 through 75-260 were the other three aircraft.) Crew chiefs applied cartoon artwork to the noses of each of the preproduction Warthogs; 73-1666 received "Charlie the Tuna."
(Roth)*



*Aircraft 73-1667 was the first Warthog to wear a special paint which improved on the radar and IR signatures as compared to the gunship quality paints. As produced by Honeywell, the "40% Reflecting MASK-10A" paint had a distinctly tan appearance.
(Flightleader)*

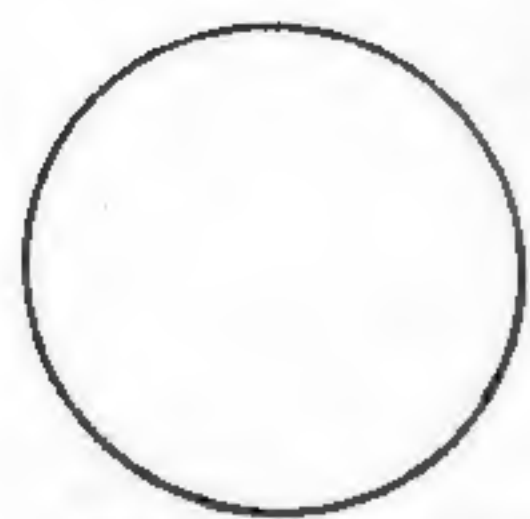


*A-10A 73-1668 wore a pattern created by spraying varying thicknesses of white over a black base coat. The blue & white tail band was from the 6512th Test Squadron, 6510th Test Wing at Edwards AFB, California.
(Detail & Scale photo)*

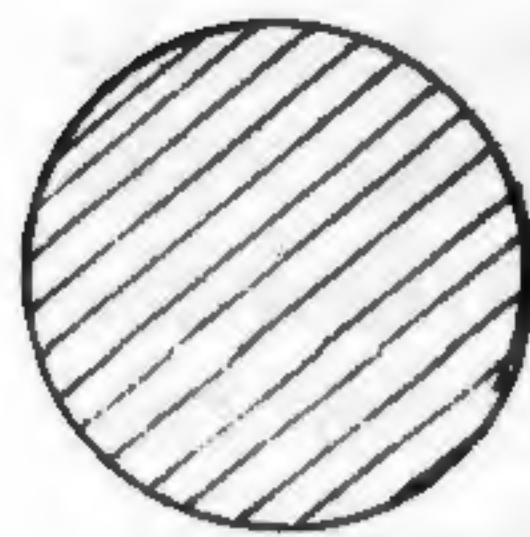
Numbers 73-1668 and 73-1669 were evaluated in complimentary schemes. 668 was countershaded with a darker forward fuselage, while 669 was asymmetrical with bright forward fuselage. Elements of both schemes could be seen in the first production schemes. (Jenkins via Flightleader)



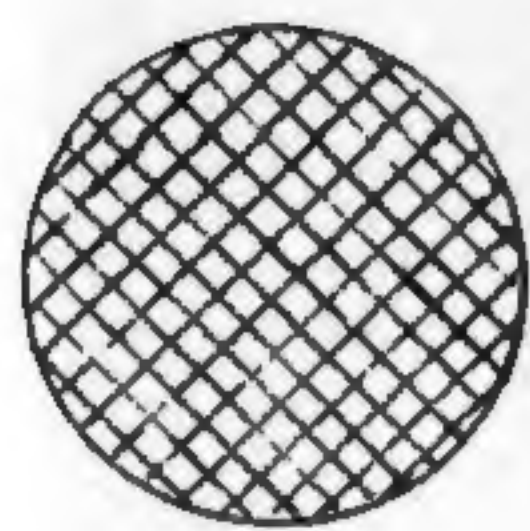
*This is an early photo of 73-1669 before weathering had a chance to darken the leading edges. The wing racks on 668 and 669 were 60% reflecting gray.
(Miller)*



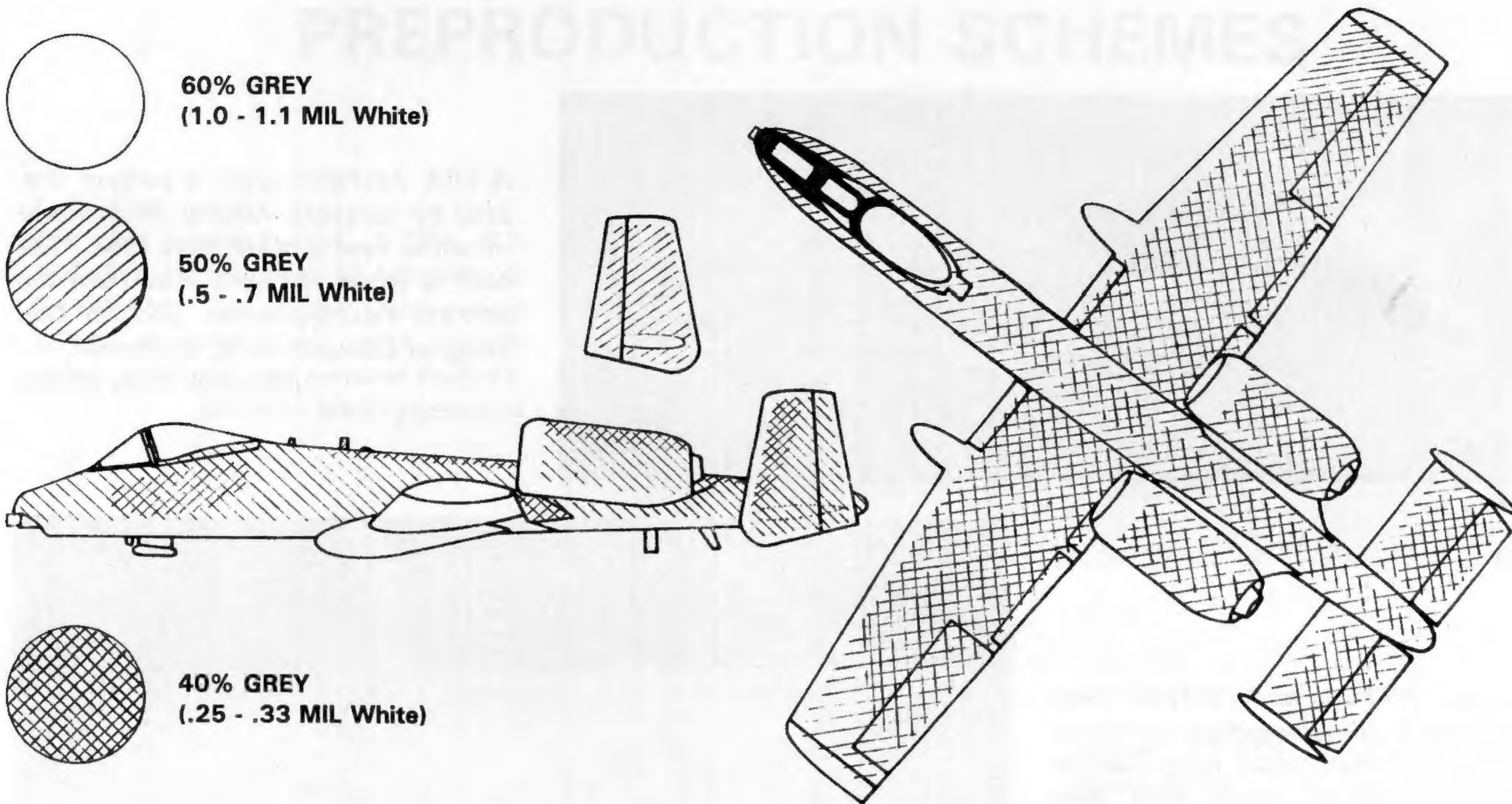
60% GREY
(1.0 - 1.1 MIL White)



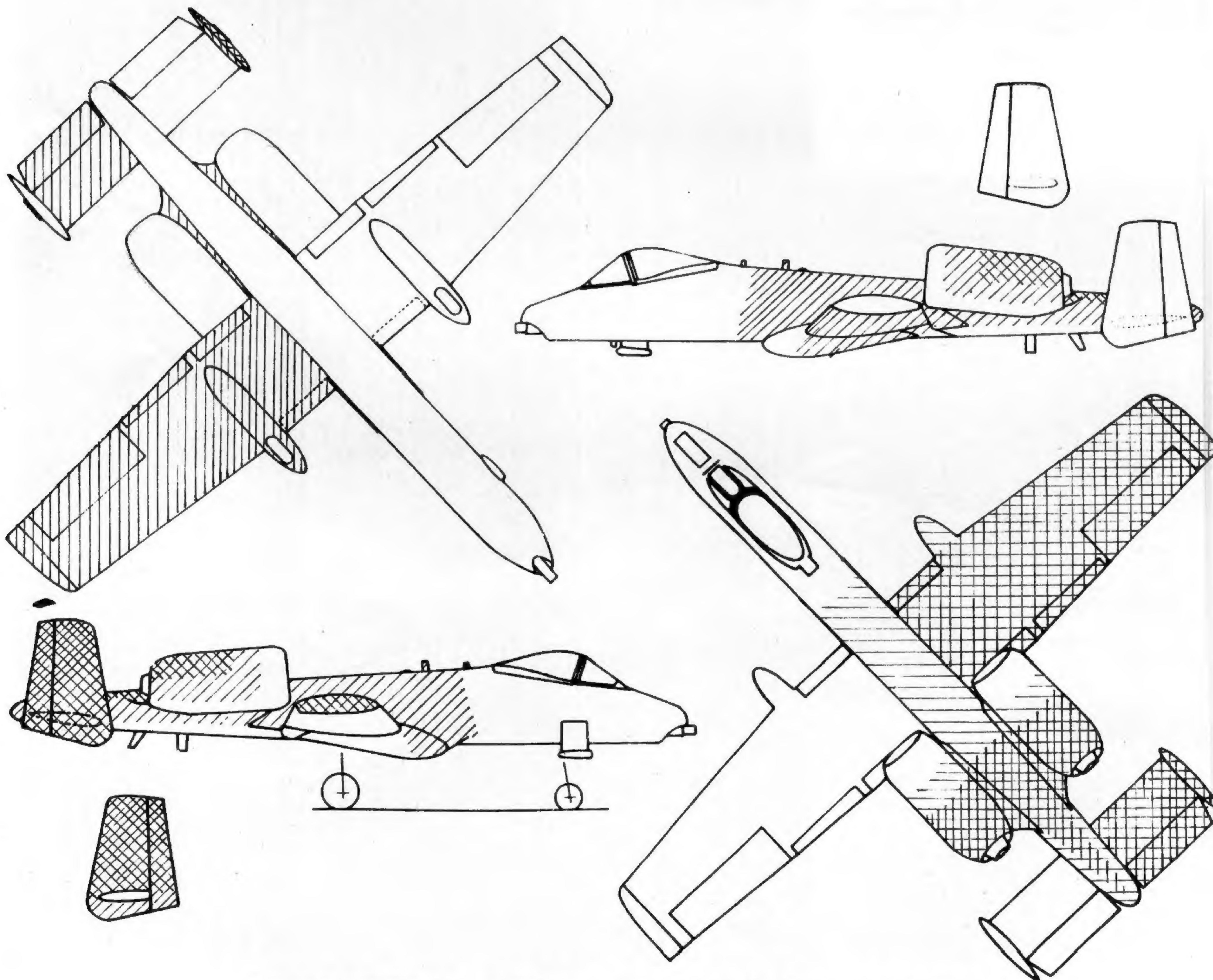
50% GREY
(.5 - .7 MIL White)



40% GREY
(.25 - .33 MIL White)

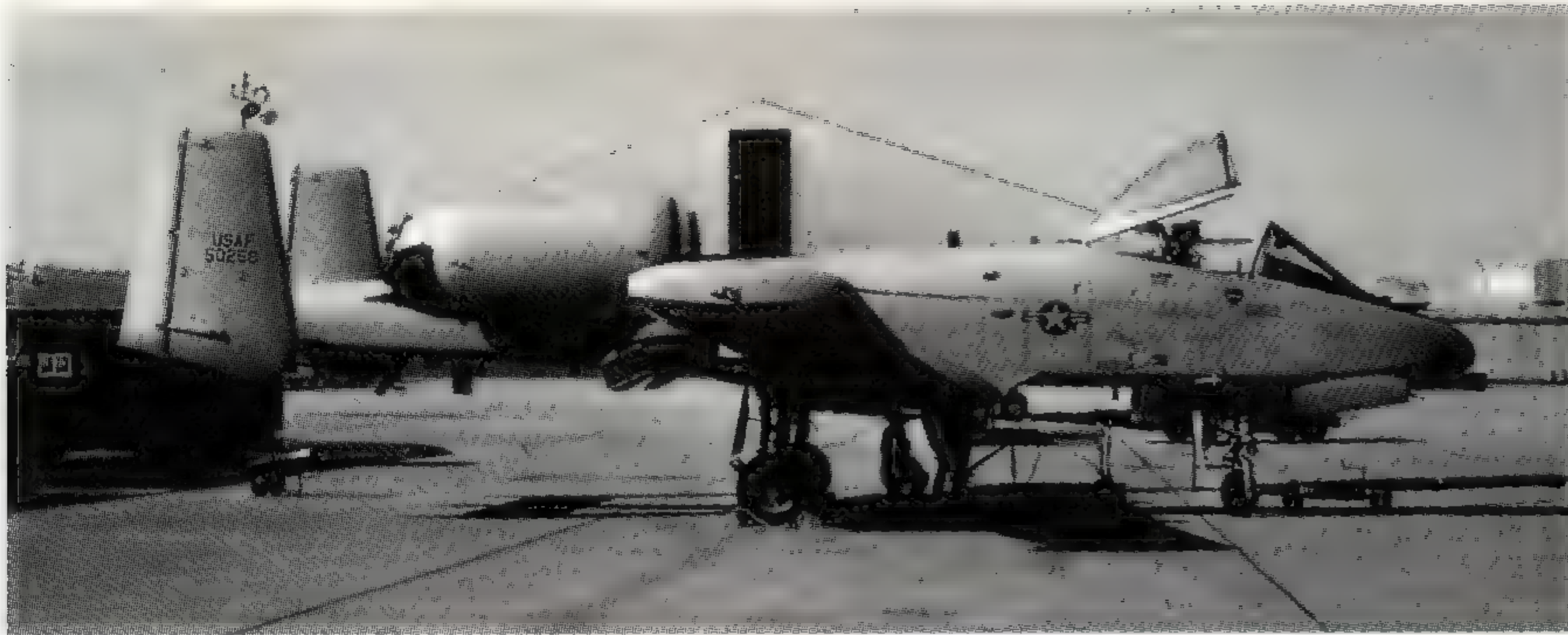


SYMMETRICAL CAMOUFLAGE PATTERN FOR 73-1668



ASYMMETRICAL CAMOUFLAGE PATTERN FOR 73-1669

PRODUCTION SCHEMES



Aircraft 75-258 wears the scheme in which it was delivered ten weeks earlier. The color is either Light or Dark Ghost Gray. Note the positions of the national insignia and the radio call number. This photograph is dated February 1975. (Jenkins via Morris)



Aircraft 75-259 and -260 were delivered in the same markings as 258; eventually, all three aircraft were marked as shown here. The national insignia was moved to the engine nacelles, and the serials have been repainted in TAC's style. Full color TAC and 355th TFW insignias have been added as seen in this photograph which was taken in September 1978. Also note the addition of the DM tail code (Miller)

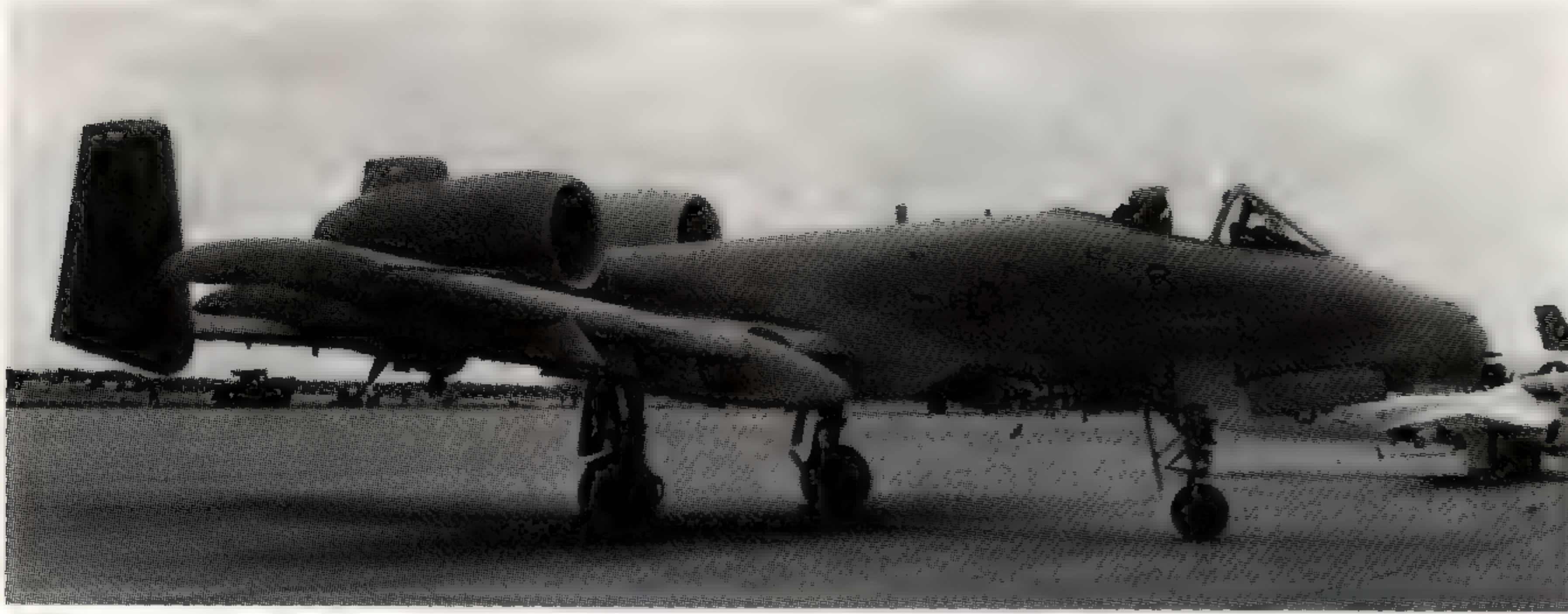


The markings on aircraft 75-259 and 260 were later toned down. The tail markings were reduced in size, and the full-color insignias were replaced by black outlines. National insignias have been returned to the forward fuselage. (USAF)

Aircraft 75-262 was photographed shortly after delivery to Davis-Monthan in 1976. With its mate (75-261), 262 wore a scheme combining one of the MASK-10A paints with a Ghost Gray. The schemes are explained on page 3. (Detail and Scale photo)



ASYMMETRICAL SCHEME



Aircraft 75-265 stopped at Andrews AFB, MD, for the Bicentennial Air Show on 2 July 1976. The third aircraft to be painted in the MASK-10A asymmetrical camouflage, 265 had been accepted by the Air Force three days earlier. (Morris)

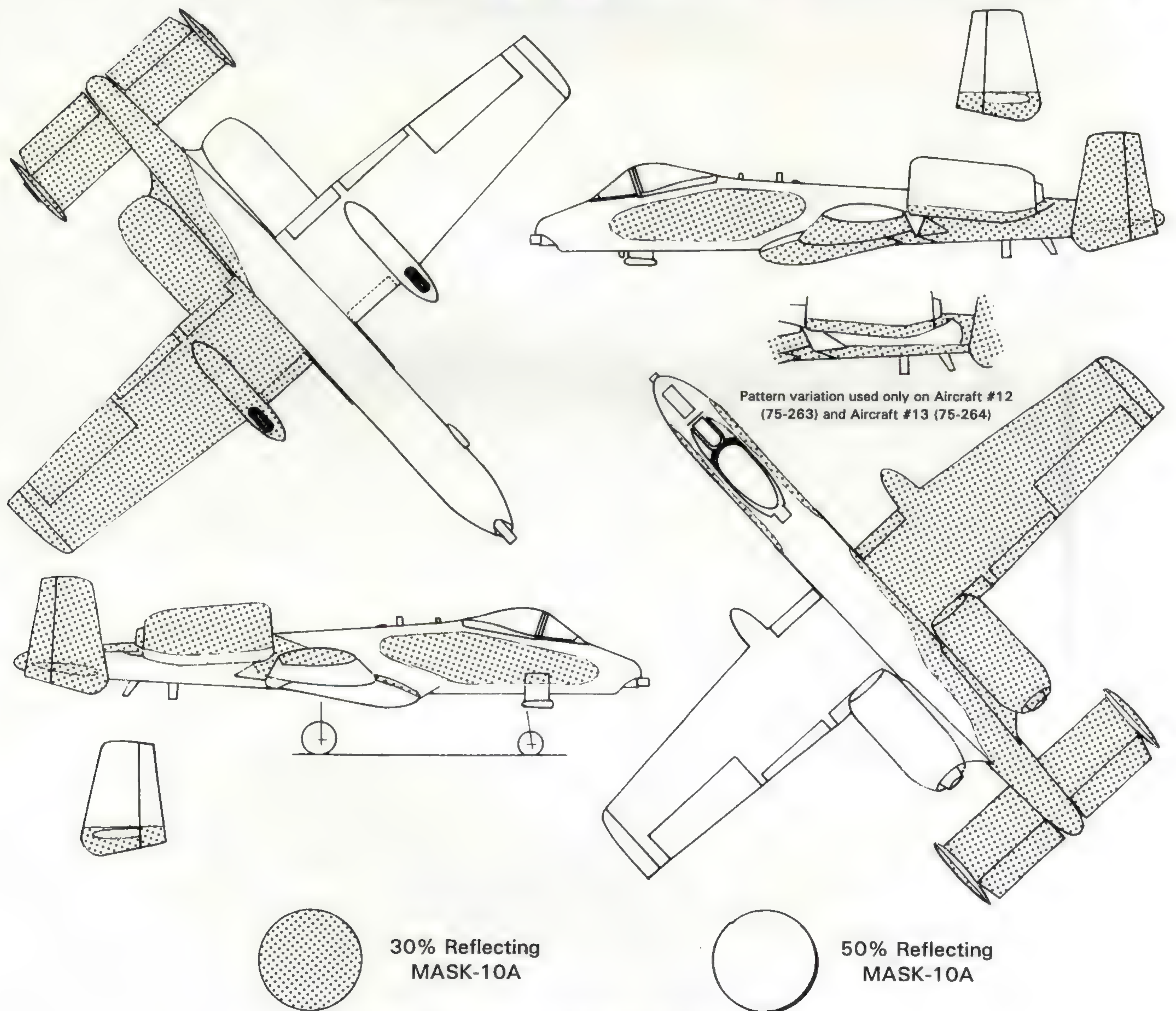


This is an oft-published photograph of four early 355th TFW A-10s with 75-265 nearest the camera. The early MASK-10A paint used in the asymmetrical scheme is already beginning to oxidize, giving the surface a chalky appearance. Note the tail marking variations between the four aircraft. (USAF)



In July 1980, four years after our first image of 75-265 was taken, the MASK-10A paint is badly oxidized and heavily retouched. This Warthog now wears the squadron colors of the 333d TFTS. (Rogers)

Aircraft 75-278 taxis out at the factory in late 1976. In the background and to the right is 75-279, the fourteenth and final aircraft to carry the asymmetrical scheme. In the background at the center, 75-280 is still in primer. This A-10 would become the first to wear the new "false canopy" scheme (see page 12). In the background at left, is aircraft 75-275, which would be painted out of sequence, also in the new false canopy scheme. (Fairchild Republic)



ASYMMETRICAL CAMOUFLAGE PATTERN

FALSE CANOPY SCHEME

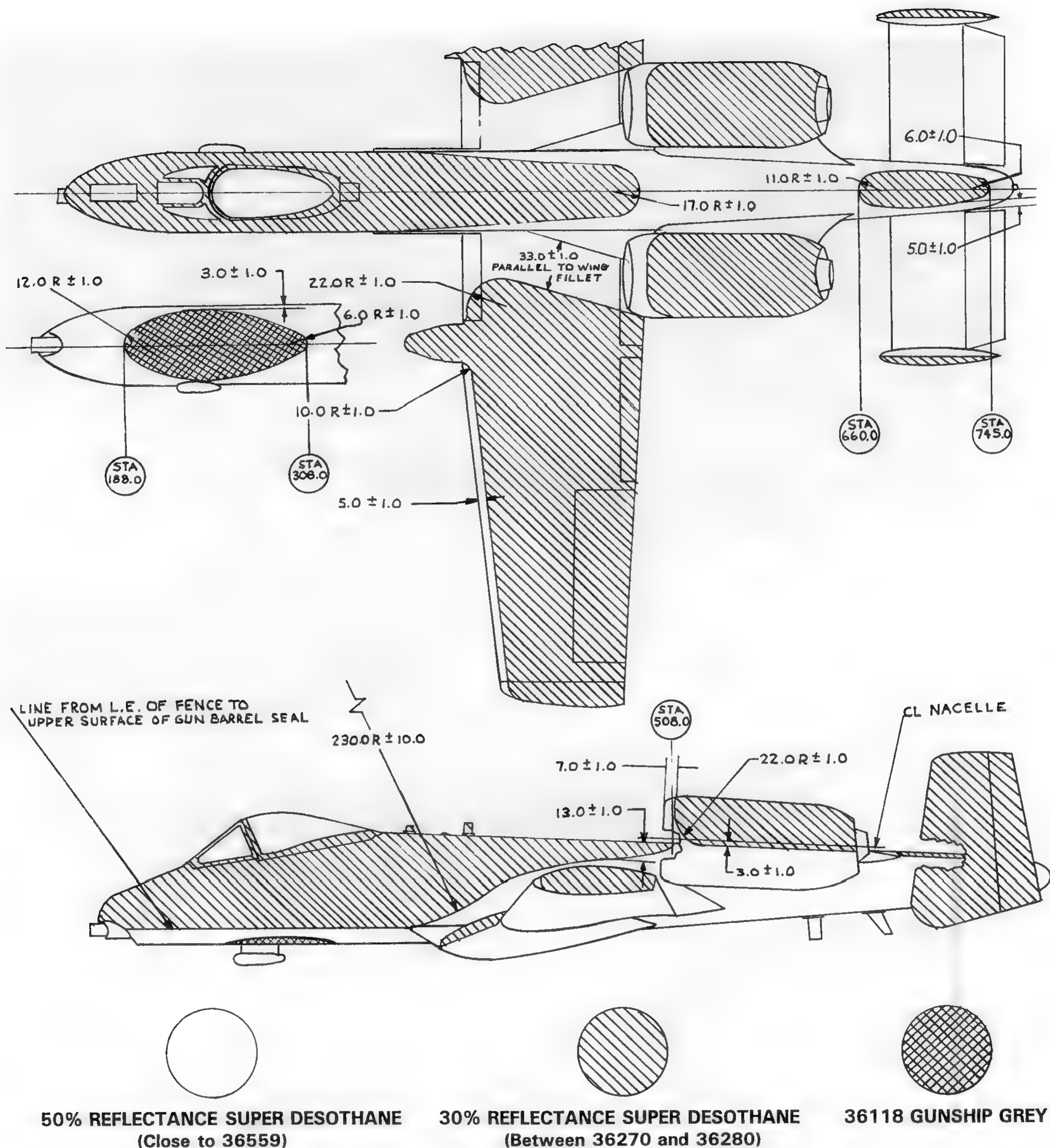
Aircraft 76-529 wears the revised production scheme. The weathering characteristics of the MASK-10A paint have been improved, and the pattern has been completely revised. Factory-applied markings are in 36118 Gunship Gray while unit-applied markings are in black. (Menard)



Photographed in July 1980, 75-288 displays its weathered "False Canopy" scheme at a time when other Warthogs had begun carrying European I camouflage. Colors at the top of the fin belonged to the 355th TTW's 333d TFTS. (Van Winkle)

Bound for the Paris Air Show in June 1977, aircraft 75-293 displays the temporary air show number 44 on each engine nacelle. (USAF)





TOP COAT BOUNDARIES: Six-inch wide feather of 50% over 30% reflectivity paint

ENGINE NACELLE INLETS: 50% Super Desothane for first six inches; 37875 flat Insignia White aft to fan blades

FACTORY-APPLIED MARKINGS: 36118 Gunship Gray (includes National Insignia)

FLAP COVES: 50% Super Desothane

SPEED BRAKE INTERIORS: 30% Super Desothane

"FALSE CANOPY" SCHEME - FAIRCHILD DRAWING 160D900005 - DECEMBER 1976

JAWS SCHEMES



Among the most popular schemes with modelers are four camouflage patterns applied at Nellis in mid-1977. Known collectively as the "JAWS Schemes," only two of the aircraft actually appeared in the "Joint Attack Weapons System II" exercise that November. Shown here is 75-258 which, along with 75-262, wore a 30227 tan base coat. (Roth)

A closeup of 75-259 shows the haphazard application of spots over a 34102 dark green base coat. Note the irregular touch-ups, which are always a maintenance problem with non-standard schemes. (USAF)



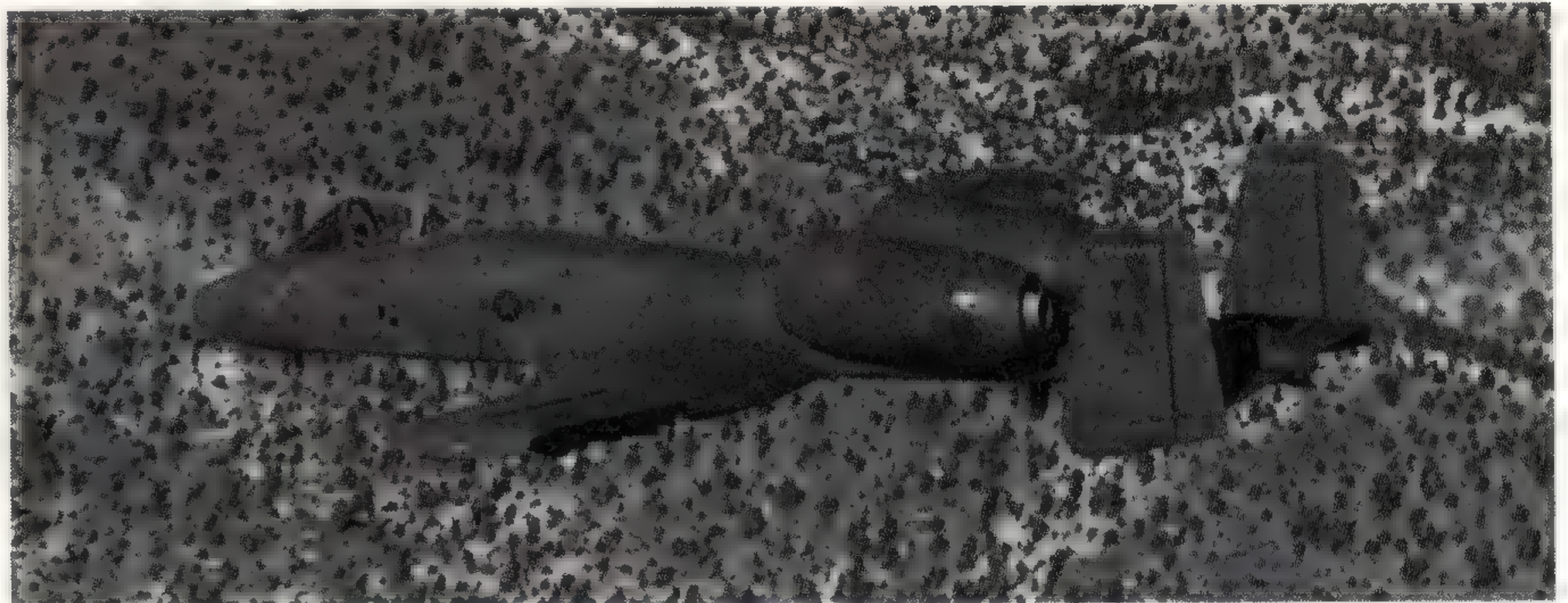
Without a tree to hide under, the JAWS schemes gave little advantage against ground gunners. This is 75-259 during JAWS II. The fourth aircraft to carry a JAWS Scheme was 75-260 which had a gray base coat. (USAF)

EUROPEAN I



In September 1978, aircraft 75-266 and 75-269 were repainted in this scheme of 34092 dark green, 34102 medium green, and 36231 Dark Gull Gray. 75-266 soon crashed, but 75-269 was still wearing the experimental camouflage in July 1980 when this photo was taken. (Van Winkle)

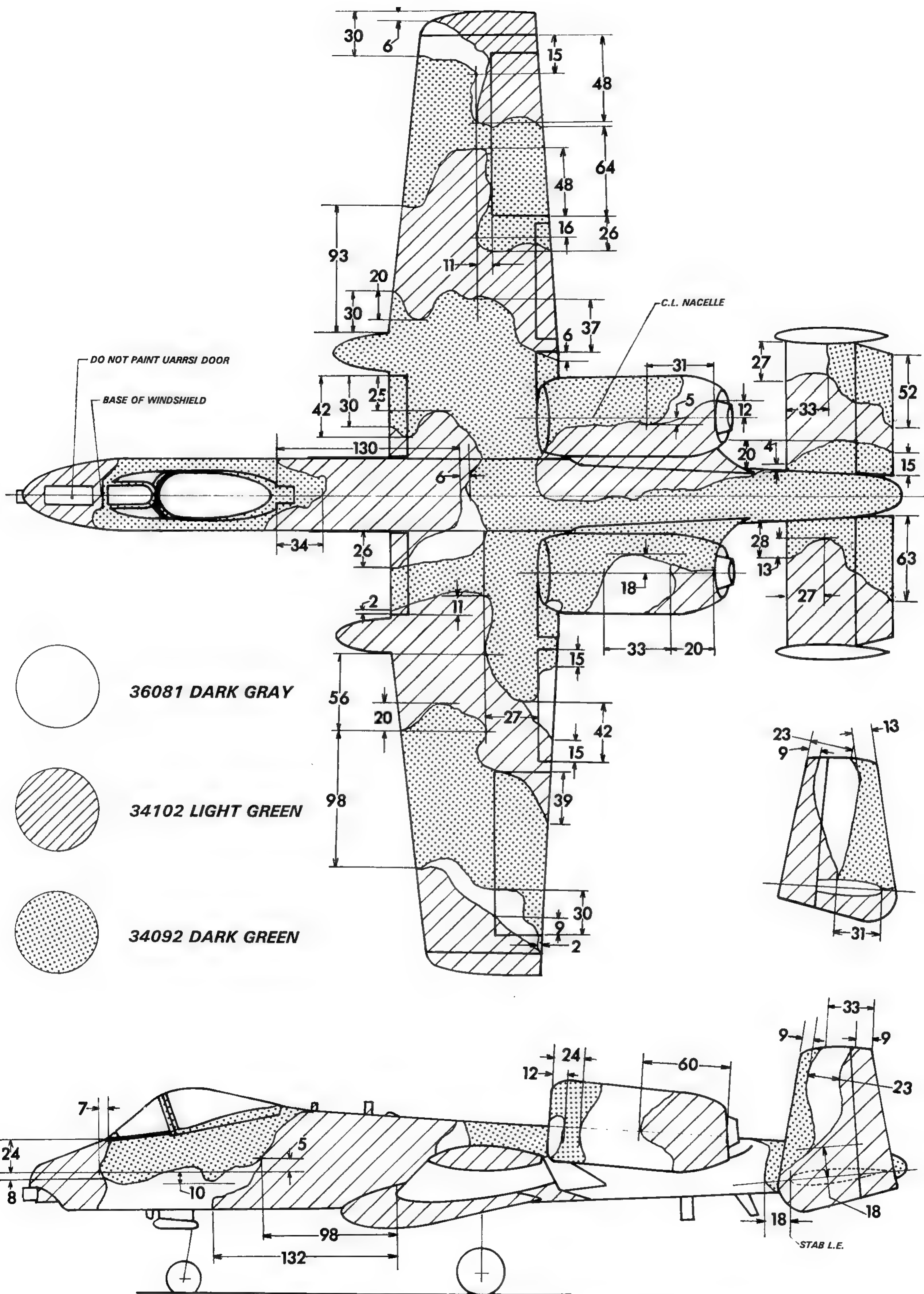
In the next development of lizard camouflage, 75-259 used 36118 Gunship Gray instead of Dark Gull Gray. The scheme was known as the Charcoal Lizard. (USAF)



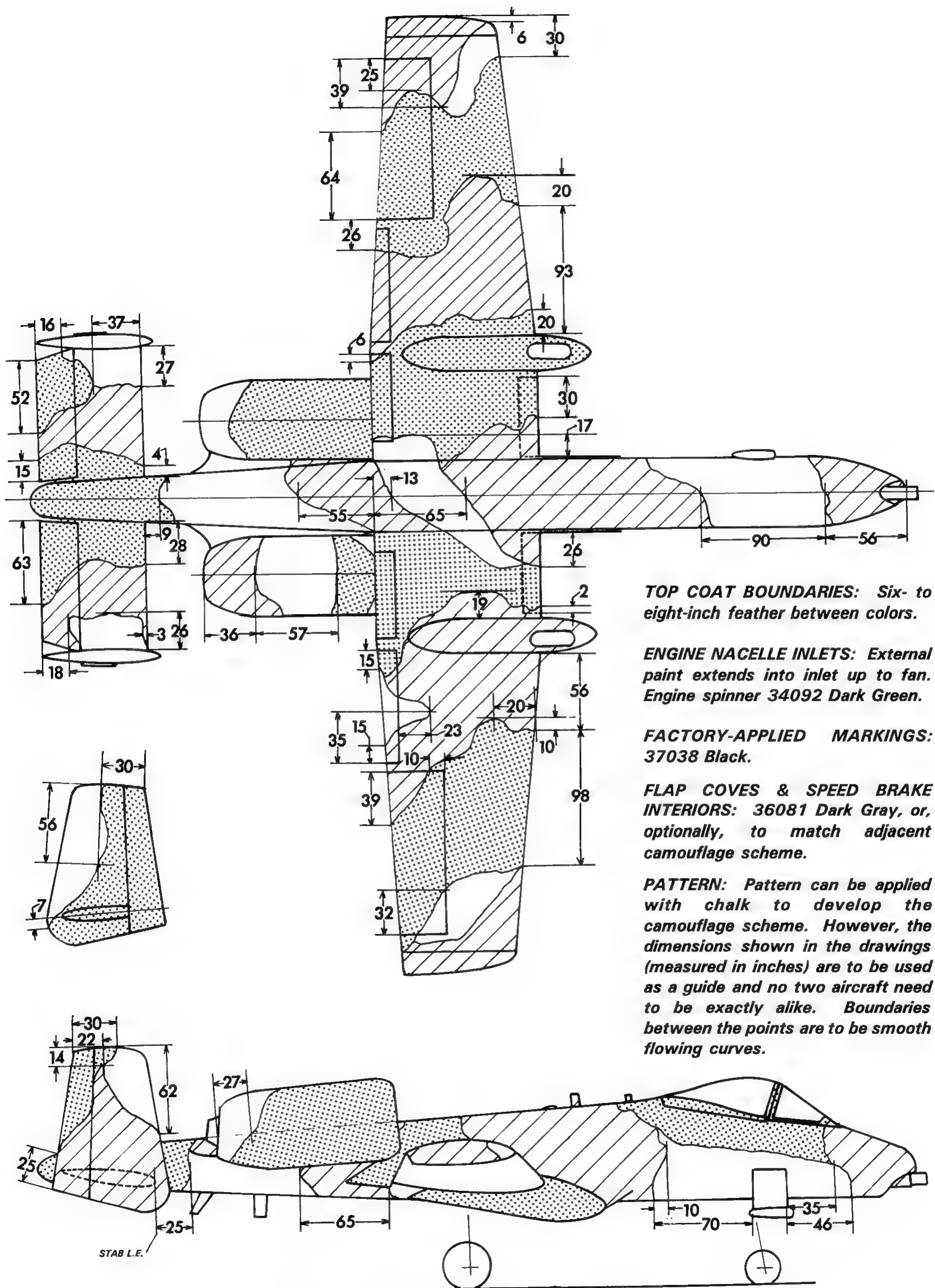
The gray paint used in the European I scheme was 36081. The darker gray was not tested before approval. A-10 77-254, delivered in January 1979, was the first aircraft painted in the scheme. (Fairchild Republic)



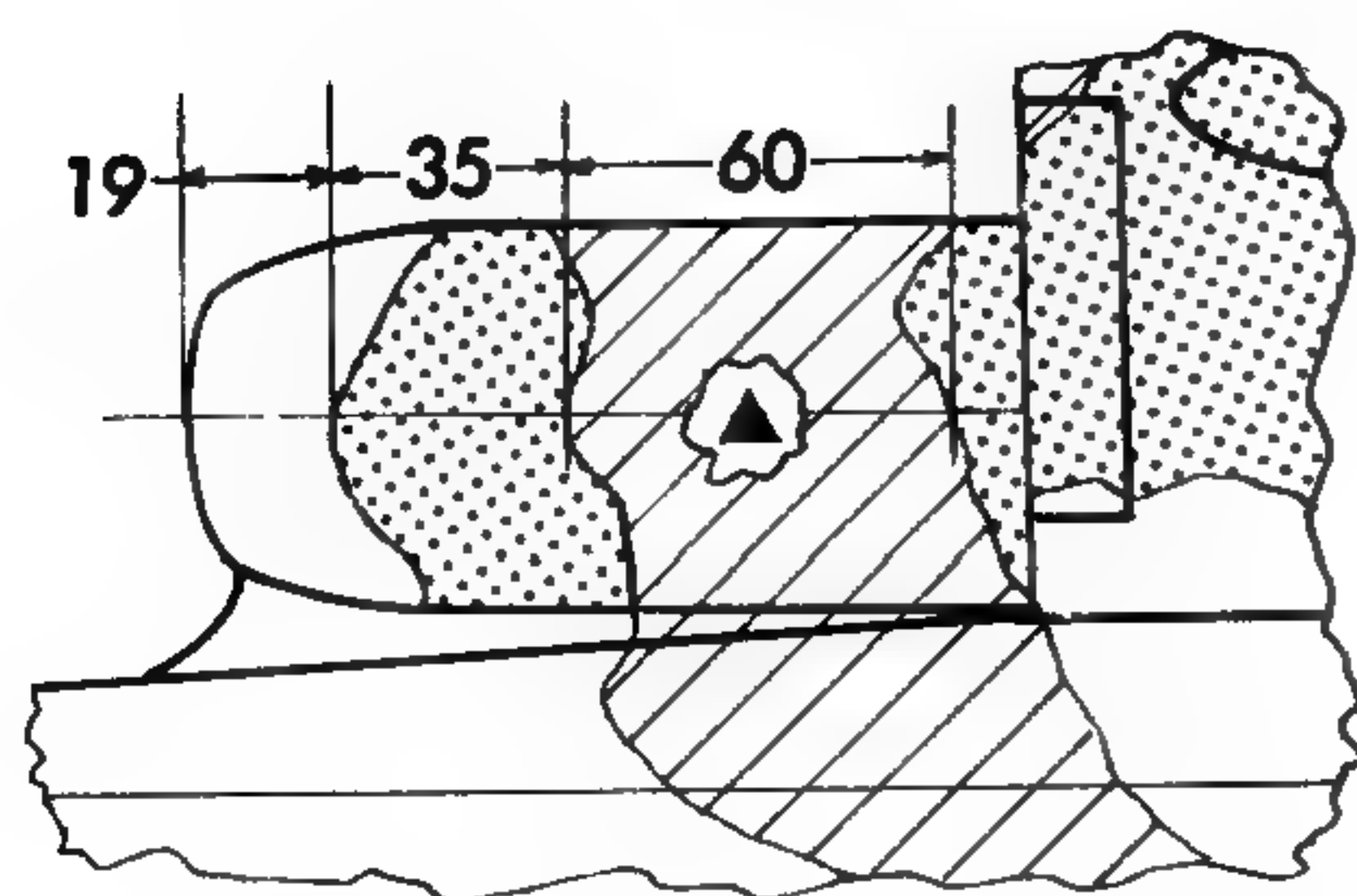
Number 77-256 shows the light green section added to the right engine nacelle on this and all subsequent factory-painted aircraft. (Fairchild Republic)



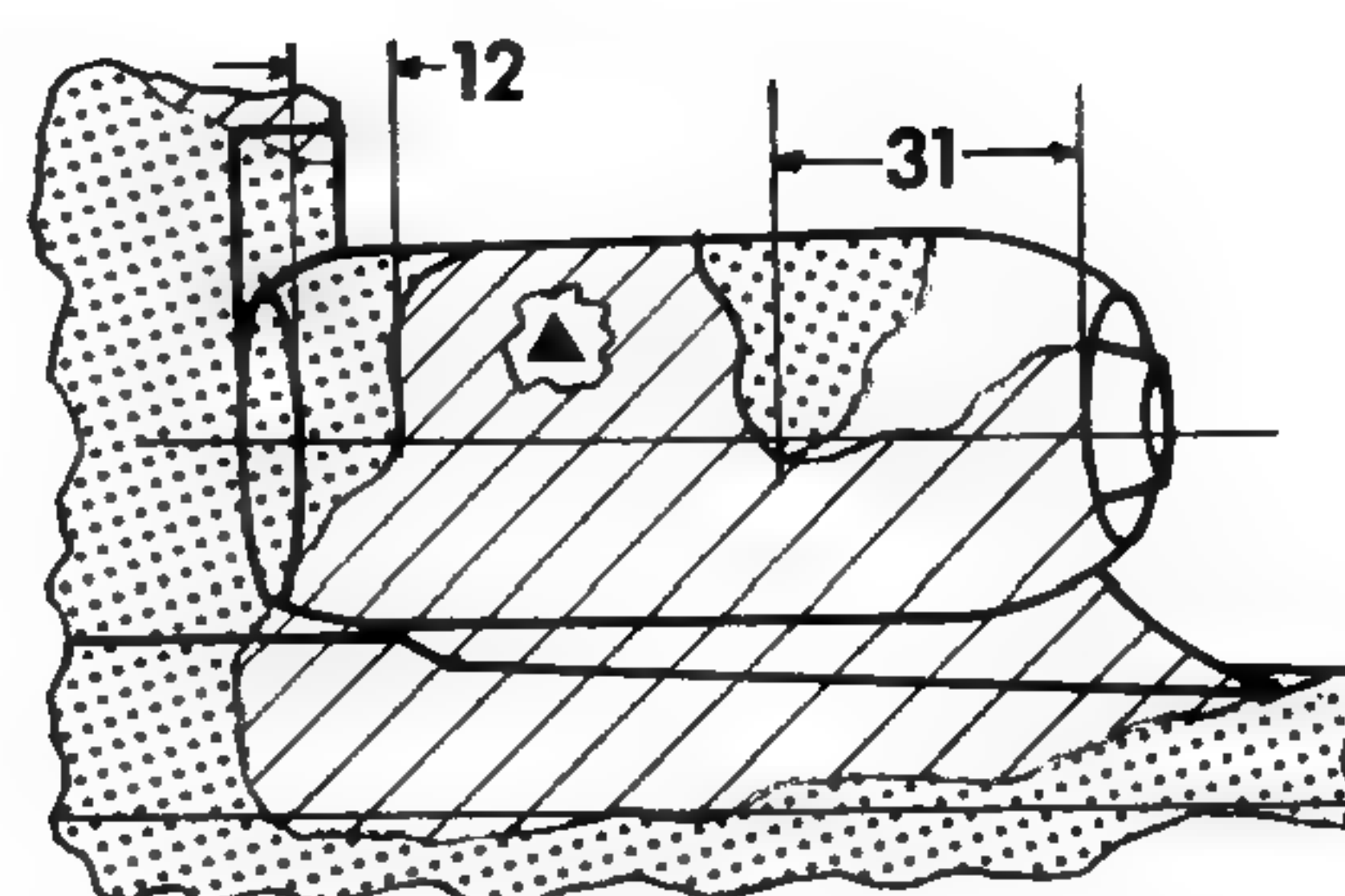
EUROPEAN I CAMOUFLAGE SCHEME - ORIGINAL PATTERN



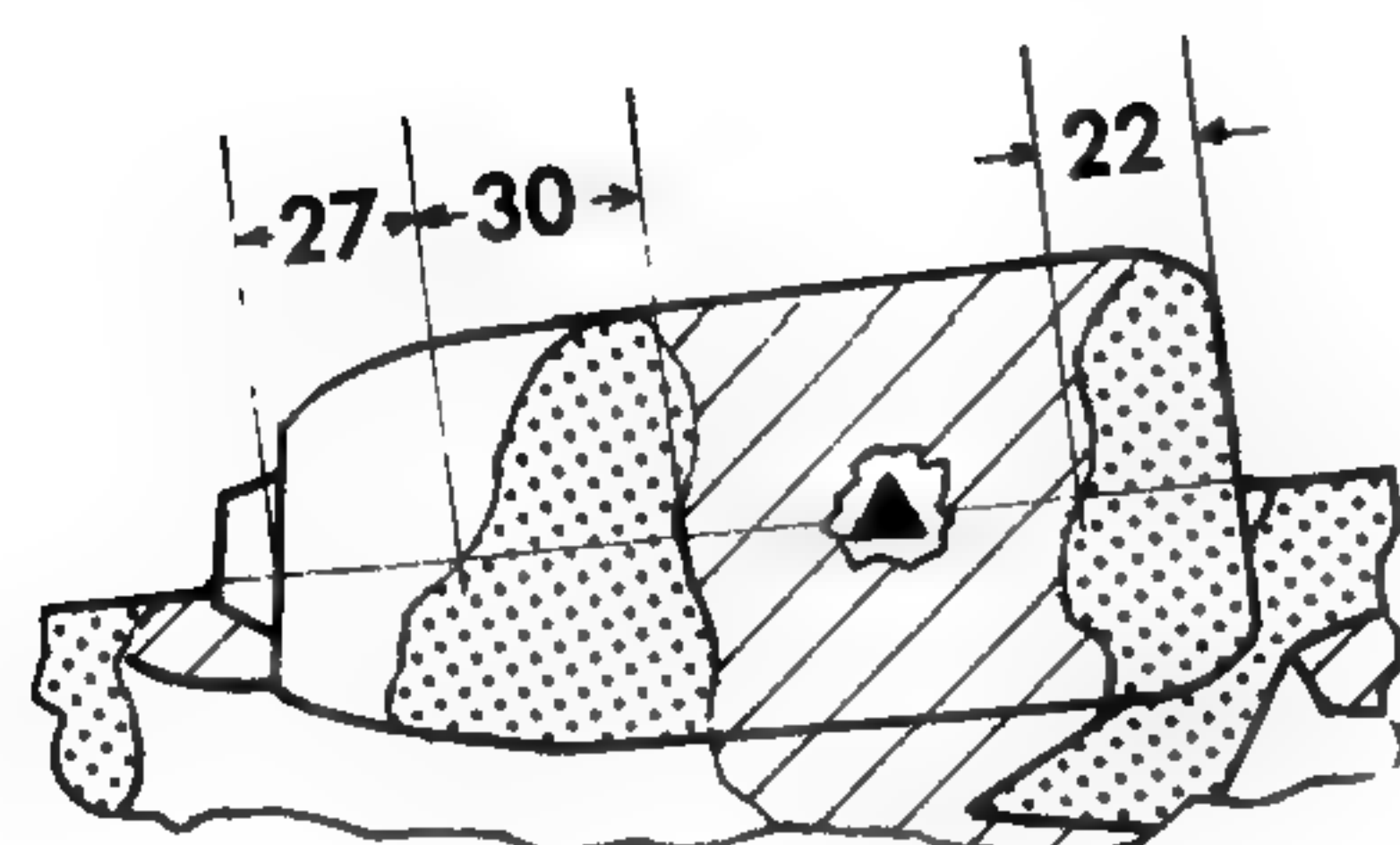
CHANGE COLOR SCHEME ON R.H. NACELLE TO COMPLY WITH A.F. REQUEST:



INVERTED PLAN VIEW



PLAN VIEW



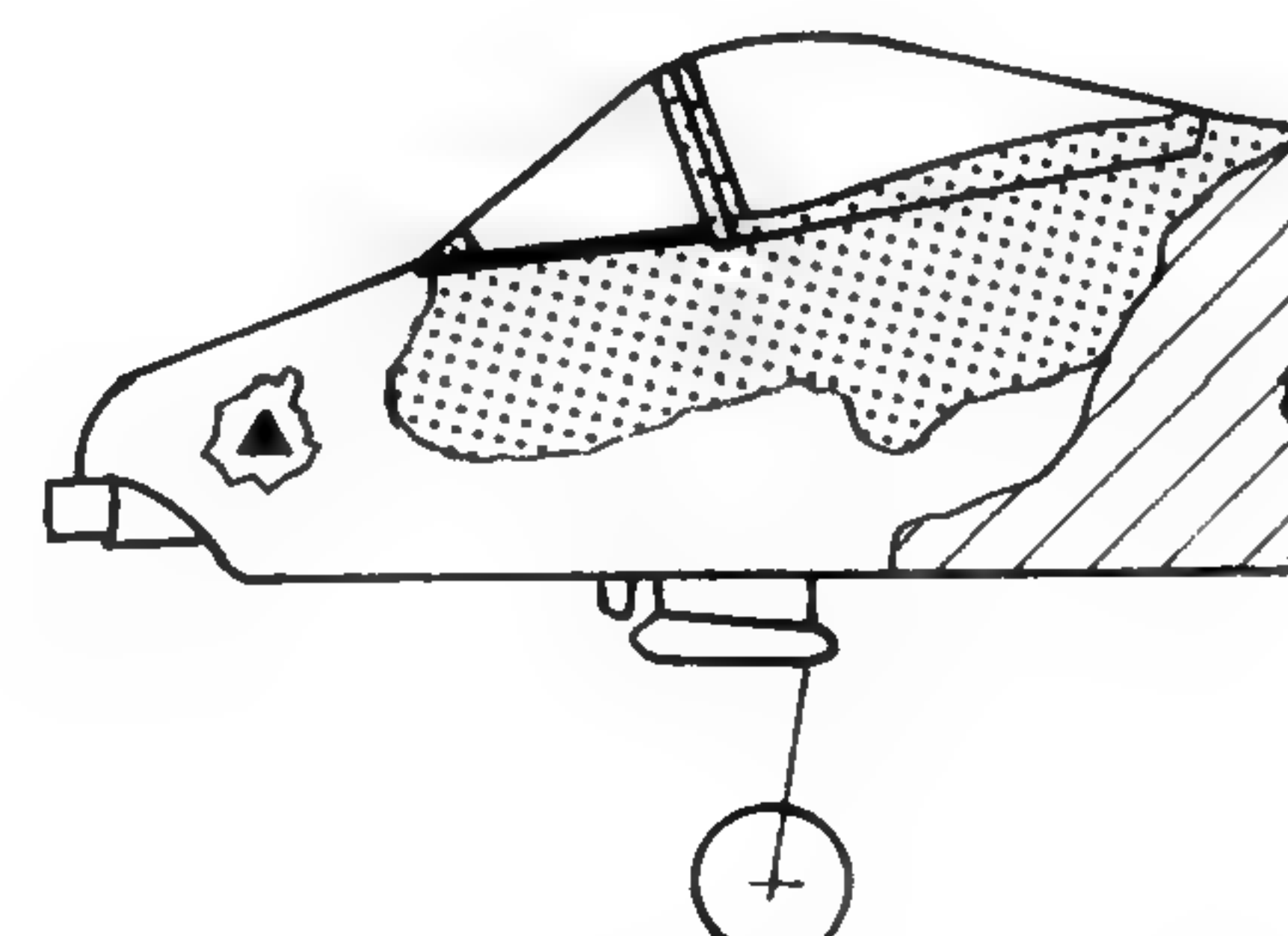
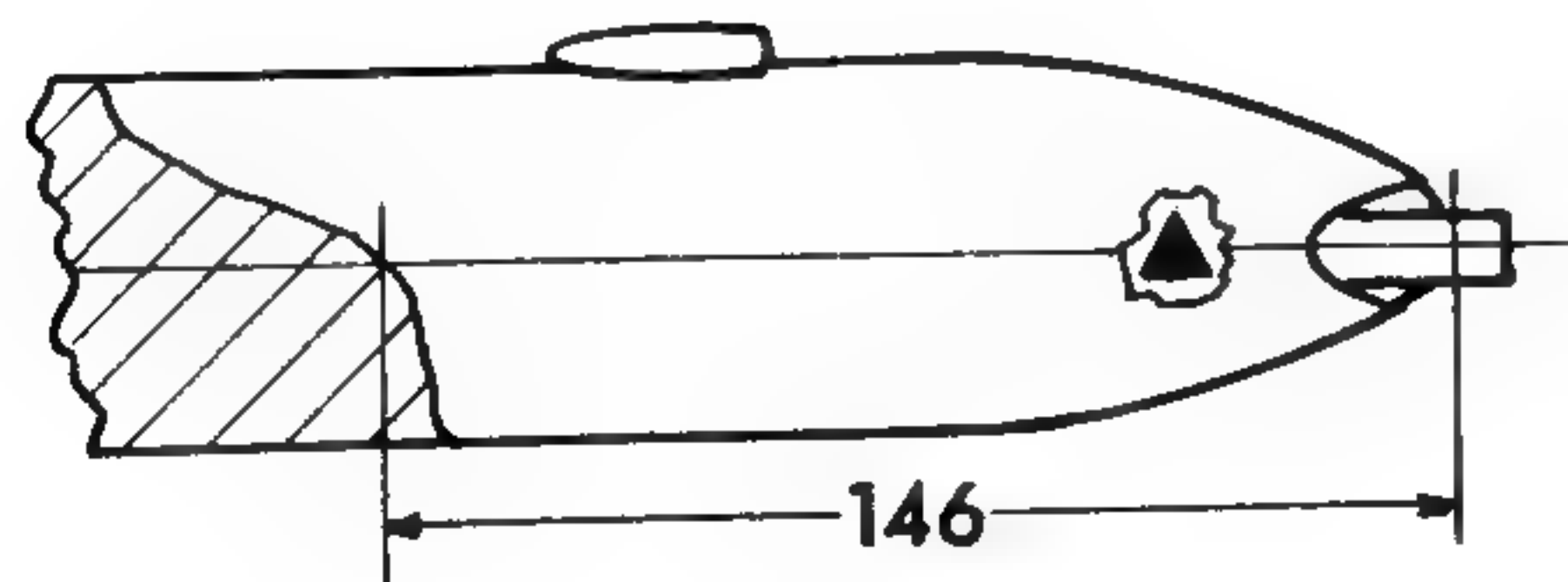
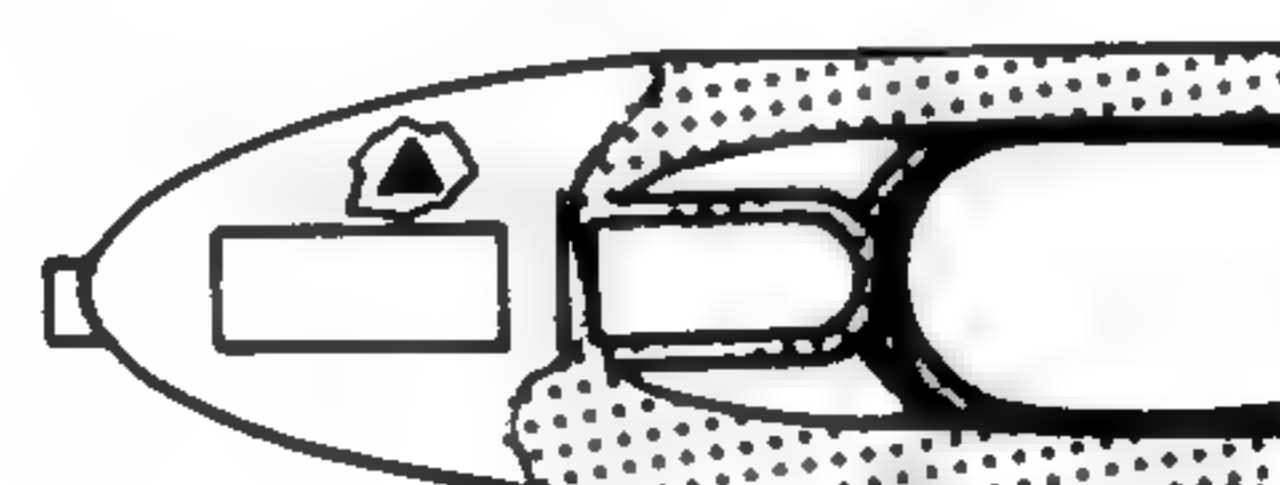
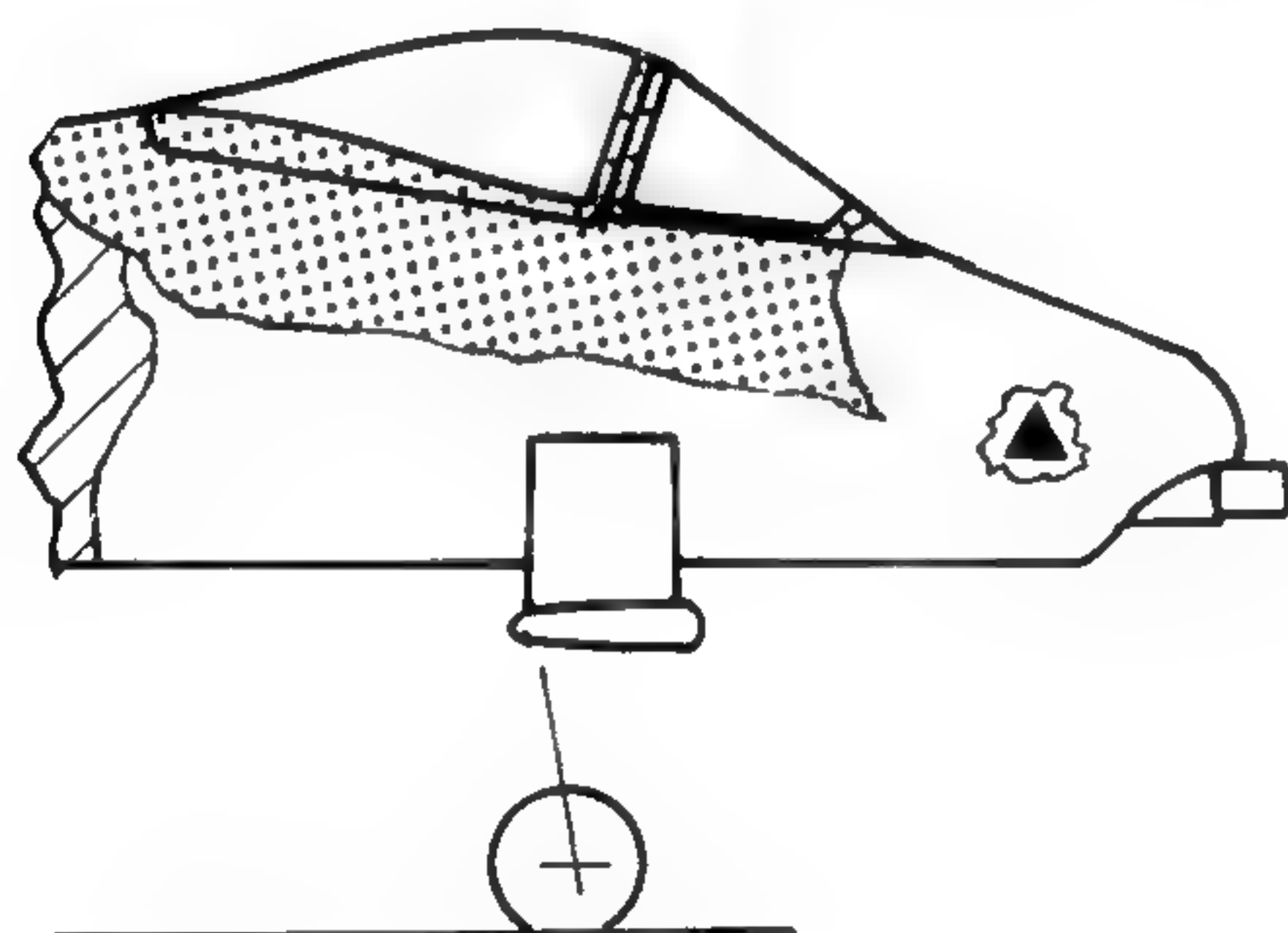
R.H. SIDE VIEW



**THESE AREAS CHANGED
TO 34102 LIGHT GREEN
(WERE 34092 DARK GREEN)**

SOURCE - FAIRCHILD DRAWING 160D900006 - REVISION OF JANUARY 1979
(See the text for an explanation of application anomalies)

CHANGE COLOR SCHEME ON NOSE:



THESE AREAS CHANGED TO 36081 DARK GRAY (WERE 34102 LIGHT GREEN)

SOURCE - FAIRCHILD DRAWING 160D900006 - REVISION OF FEBRUARY 1987

LIZARD VARIATIONS

Photographed while approaching a tanker, this Michigan ANG Warthog exhibits the gray nose seen in the drawings on page 18 and dark green wing leading edges described on page 4.
(Wright)



In March 1982, two 18th TFS A-10s deployed to Kotzebue, Alaska, for Exercise Cool Snow Hog. 80-221 had its scheme modified with a temporary flat white overpainting of all 34102 light green areas. The only unit markings were black AK tail codes.
(USAF)



While preparing for Desert Storm, the 917th TFW created the Peanut camouflage. 76-552 was the only aircraft painted in this scheme which consisted of 33105 Field Drab, 33303 Sand, and 33245 Earth Yellow.



Flipper was the second scheme developed by the 917th for Operation Desert Storm. The colors were 36081 dark gray, 36270 medium gray, and 36375 Light Ghost Gray. Besides 76-530, shown here, five New Orleans aircraft briefly carried this camouflage.

GHOST GRAYS



The 81st FW at RAF Bentwaters produced this camouflage variation in 1992. Dark Ghost Gray (36320) covers the upper surfaces, and it extends down the sides of the aircraft to merge with Light Ghost Gray (36375) in a wavy line. (Strandberg)

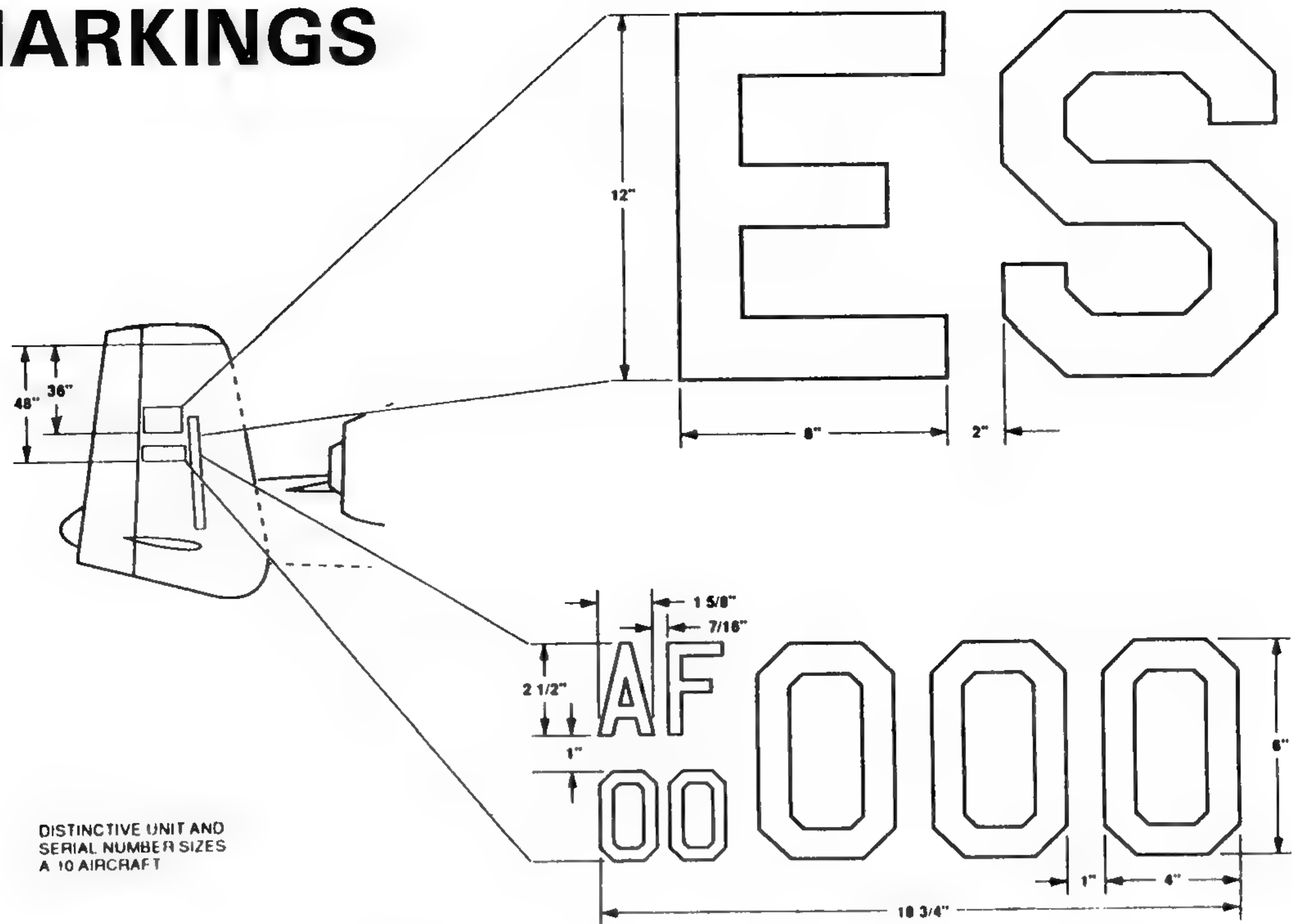


The same colors appear on the 23d Wing's 78-597, although the pattern is more in line with the original specs. Note the soft, wavy edges on the false canopy, which is applied in 36118 Gunship Gray. Unlike the original False Canopy Scheme, the national insignias and other markings are applied in black.



Here is another variation of the scheme which was painted by the 363d FW at Shaw. Note how the Dark Ghost Gray upper surfaces incorrectly wrap around the leading edge of the wing. The small lumps at the base of the tail are LASTE antenna which were first mounted in 1989, years after the removal of the original False Canopy Scheme.

TAIL MARKINGS



Early A-10A radio call numbers were six-inch black digits applied four feet below the base of the fin cap. Each used the last five digits of the serial number, excluding the first digit of the contract year. Zeros were added if necessary, so 75-258 arrived with "50258" on the tail while 73-1664 was delivered with "31664."

Tactical units used a style of radio call based on TAC policies. The fiscal year was painted in smaller characters, with "AF" painted above them, while the last three of the serial remained full sized. Using the examples above, 75-258 was repainted as *75*258. 73-1664 *would have* dropped a digit to appear as *73*664, but neither it nor any other prototype or preproduction airframes served in tactical units.

(The "last three" of the serial are often repeated on the side of the nose or on the wheel sponson for the benefit of ground crews. Some units have also added the last digit of the fiscal year. The radio call can also be repeated above the refueling receptacle for identification

during com-out aerial refueling.)

Although Davis-Monthan applied some oversized TAC-style radio calls in the mid-1970s, units soon settled down to a six-inch marking centered on the fin about four feet below the fin cap. With the False Canopy scheme, the factory also began applying TAC-style radio calls (in 36118 Gunship Gray). (Since the contract year can be difficult to read, the listing below is provided as a research aid.)

Davis Monthan also applied some oversized Distinctive Unit Markings (generally known as "tail codes" or "TAC codes"). A twelve-inch marking, six inches above the radio call, was soon standardized. (In January 1981, TAC Regulation 66-12 ordered a rarely used 18-inch-high Unit Designator to be placed three inches above the radio call.) The addition of strip lighting for night formation flying forced the radio call and tail codes to move aft to a position just ahead of the rudder.

A-10 SERIAL NUMBERS, ARRANGED BY "LAST THREE"

LAST THREE	SERIAL RANGES
082 - 139	79-0082 - 79-0139
140 - 176	79-0140 - 79-0176; 80-0140 - 80-0176
177 - 225	77-0177 - 77-0225; 79-0177 - 79-0225; 80-0177 - 80-0225
226 - 257	77-0226 - 77-0257; 80-0226 - 80-0257
258 - 276	75-0258 - 75-0276; 77-0258 - 77-0276; 80-0258 - 80-0276
277 - 283	75-0277 - 75-0283; 80-0277 - 80-0283
284 - 309	75-0284 - 75-0309
369 - 370	71-1369 - 71-1370 (YA-10s)
512 - 554	76-0512 - 76-0554
582 - 645	78-0582 - 78-0645
646 - 663	78-0646 - 78-0663; 82-0646 - 82-0663
664 - 665	73-1664 - 73-1665; 78-0664 - 78-0665; 82-0664 - 82-0665
666 - 669	73-1666 - 73-1669; 78-0666 - 78-0669
670 - 725	78-0670 - 78-0725
939 - 998	81-0939 - 81-0998

INTERIORS

Four colors of paint are standardized inside Warthogs.

Glossy Aircraft Gray 16473 is found inside most compartments and corresponding access panels. These compartments include the electronics bays on both sides of the fuselage, the ladder compartment, the Lox compartment, the gun and ammo compartments, the aft fuselage access areas, and the nose gear and main gear wells and doors.

Removable panels, and the areas behind them (as opposed to access panels and compartments), are in yellow epoxy primer.

Glossy Insignia White 17875 is painted inside the engine nacelles and access panels.

Flat Dark Gull Gray 36231 is the primary cockpit color and is used on the floor, sidewalls, and forward and aft bulkheads.

The other cockpit color is 37038. It is used on inside

surfaces beneath the windshield, on the canopy structure, and on the turtledeck aft of the seat.

When retracted, the ladder is 13538 Orange Yellow. As the ladder extends, other sections are revealed to be unpainted steel; the tops of each step are non-skid black.

On production color schemes, the flap coves and speed brake interiors are camouflaged. For the two production schemes using MASK-10A the coves were the same color as the adjacent wing area; speed brakes were 30% MASK-10A (the darker color). On the European I scheme, the coves and speedbrake interiors have been painted 36081 dark gray. Underwing racks were also specified to be 36081 or, alternately, to match the adjacent camouflage colors. On the Ghost Grays scheme, the coves and stores pylons are 36375 Light Ghost Gray, while the speedbrake interiors are 36320 Dark Ghost Gray.



Unbuttoned in a maintenance hangar, this Pennsylvania Air Guard Warthog illustrates the difference between Aircraft Gray access panels and compartments and yellow-primed removable panels. Note the white inside the engine compartment and the flat black anti-reflection paint under the canopy glazing. (Wright)

Another Warthog is shown here in another hangar. Many panels hang from light-weight web straps rather than heavier hinges. The yellow tone in this photograph comes from overhead sodium vapor lamps.



DAVIS-MONTHAN AFB, ARIZONA

Davis-Monthan AFB has been home to the first A-10 wing (the 355th TFW) and the first OA-10 wing (the 602d TAIRCW). Both wings were overseen by the 836th Air Division from 1 January 1981 to 1 May 1992. Most active-duty A-10 and OA-10 pilots have transitioned to Warthogs at Davis-Monthan.



*The 333rd squadron commander's aircraft (77-222) shows the squadron's white-sword tail markings in March 1992. The **DM** tail codes marked 355th FW aircraft, although the 333rd FS would officially remain a part of the 602d ACW for another six weeks. At right is the insignia of the Tactical Air Command (TAC). The same insignia was adopted by the Air Combat Command (ACC) on 1 June 1992.*
(Photo: Van Winkle)

355th Wing

The 355th TFW reactivated at Davis-Monthan with A-7Ds in July 1971. In March 1976, the wing received its first A-10. After shedding its operational commitment in April 1979, the 355th became a Tactical Training Wing on 1 October 1979. The 355th's unit designations were modified to Fighter Wing and Fighter Squadrons on 1 October 1991. The 836th AD inactivated on 1 May 1992; the 355th became the 355th Wing the same day.

A-10s of the 355th have worn nearly all of the camouflage schemes seen on Warthogs. The TAC/ACC insignia on the tail has generally been a full-color decal. Black **DM** tail codes represent Davis-Monthan. The wing insignia was originally in full color on both sides of the fuselage, but it was later changed to a black outline. By the mid-1980s, full-color wing and squadron decals were carried on alternate sides of the fuselage (with the wing insignia usually on the right). Squadron tail markings were first applied in late 1979. No awards are displayed.

333rd Fighter Squadron (Lancers): The 333rd TFS activated with A-7s in July 1971. In March 1976, it became the first Air Force squadron to convert to A-10s. The squadron inactivated on 15 February 1991, reactivating with the 602d TAIRCW that November (see below), and returning to the 355th Wing on 1 May 1992. The original squadron tail markings were red fin tips with white checkerboards. They were changed to a red fin band with a white sword between October 1989 and the squadron's inactivation; the same markings were carried upon return from the 602d ACW. By March 1993, the red and white checkerboard returned as a fin band. As this book goes to press, the Air Force has announced that

the 333rd will turn its A-10s over to the 354th FS and move to Seymour Johnson AFB, North Carolina, as an F-15E training squadron.

354th Fighter Squadron (Bulldogs): The 354th TFS flew A-7s between July 1971 and 1 April 1979. The 354th remained a "paper" squadron, inactivating on 30 April 1982 without having converted to A-10s. The squadron reactivated with OA-10s under the 602d TACW (see below), returning to the 355th Wing in April 1992, and moving to McChord AFB, Washington, on 5 January 1993 (see page 30). The squadron tail band (retained from the 602d) was dark blue, with **BULLDOGS** in white script and a cartoon bulldog on a yellow disc. At the time of this writing, the 354th has been scheduled to return to Davis-Monthan.

357th Fighter Squadron (Dragons): The 357th TFS activated with A-7s in July 1971. It was redesignated the 357th TFS on 1 July 1976, and began A-10 transition in April 1979. On 1 October 1991, the squadron became the 357th FS. The original squadron marking was a yellow fin tip with black lightning bolt, but this design was modified to a fin band by 1990.

358th Fighter Squadron (Lobos): The 358th TFS activated on 1 June 1972, became the 358th TFS on 1 January 1976, and the 358th FS on 1 October 1991. A-10s arrived in January 1978. The first tail marking was a bright green fin cap, later bordered by a white band. By late 1989, the revised marking was a green (then black early in 1990) fin band with a wolf's head.



602d Air Control Wing

The 602d formed as a Tactical Air Control Group in March 1966 and was redesignated the 602d Tactical Air Control Wing (TAIRCW) in October 1976. The wing moved to D-M in September 1982, becoming the 602d Air Control Wing on 1 November 1991. The 602d's assigned squadrons were inactivated and replaced on 1 November 1991; the new squadrons moved to the 355th Wing on 1 May 1992, and the wing inactivated the next month.

All 602d Warthogs wore European I camouflage and carried **NF** tail codes (for **Nail Fac** - the Vietnam War call sign of the 23rd TASS). All insignias were subdued, with the wing insignia on the right side of the fuselage and the squadron on the left. Squadron colors were carried at the tops of the tails.

22d Tactical Air Support Training Squadron: The 22d TASTS formed on 14 October 1988, with OV-10 Broncos (having just inactivated at Wheeler AFB, Hawaii, three weeks earlier). The squadron converted to OA-10s by June 1991. On 1 November 1991, the squadron moved its assets to the 333rd FS and inactivated. The squadron tail color was yellow with three dark blue stars.

23rd Tactical Air Support Squadron (Nail FACs): The 23rd TASS formed in Thailand in April 1966, flying forward air control (FAC) missions and using the call sign "Nail." After the war, the squadron joined the 602d at Bergstrom AFB, Texas, and moved, without personnel or

equipment, to D-M on 1 July 1980. After receiving OA-37s in 1981, the squadron later began a year-long conversion to become the first OA-10 unit in October 1987. After serving in Desert Storm, the 23rd TASS inactivated on 1 November 1991, transferring its assets to the 354th FS. Red was used as the squadron color on the first OA-10A, but the 23rd later switched to blue with three gold stars.

27th Tactical Air Support Squadron: In May 1984 the 27th TASS was activated at George AFB, California, as a geographically separated squadron of the 602d. The squadron's Broncos wore **VV** tail codes (for **Victorville**, George AFB's home town). Tail tops were blue (1st flight) or yellow (2d flight). The 27th moved to D-M in 1989. Although there were plans to convert to OA-10s, the squadron was still flying Broncos when it inactivated.

333rd Fighter Squadron (Lancers): 333rd FS OA-10s served briefly with the 602d ACW, activating with that wing on 1 November 1991, and returning to the 355th Wing in April 1992. The squadron marking was a red fin flash with a white sword.

354th Fighter Squadron (Bulldogs): Like the 333rd FS, the 354th FS served the 602d ACW only from activation on 1 November 1991, until returning to the 355th Wing in April 1992. The squadron marking was a dark blue tail band with **BULL DOGS** in white script, and a cartoon bulldog on a yellow disc.



*The command aircraft (77-186) for the 602d ACW is shown here as it appeared in March 1992. The tail codes have already been converted from the 602d's **NF** to the 355th's **DM**. The stylized falcon atop the tail is a remnant of the 23rd TASS, which had inactivated the previous November.*
(Van Winkle)



The photo at left, dated July 1980, shows early 333d TFTS markings on the False Canopy Scheme. These include red fin caps with white checks. At right are the revised 333d markings as they appeared in 1993; the colors are still red and white. (Both: Van Winkle)



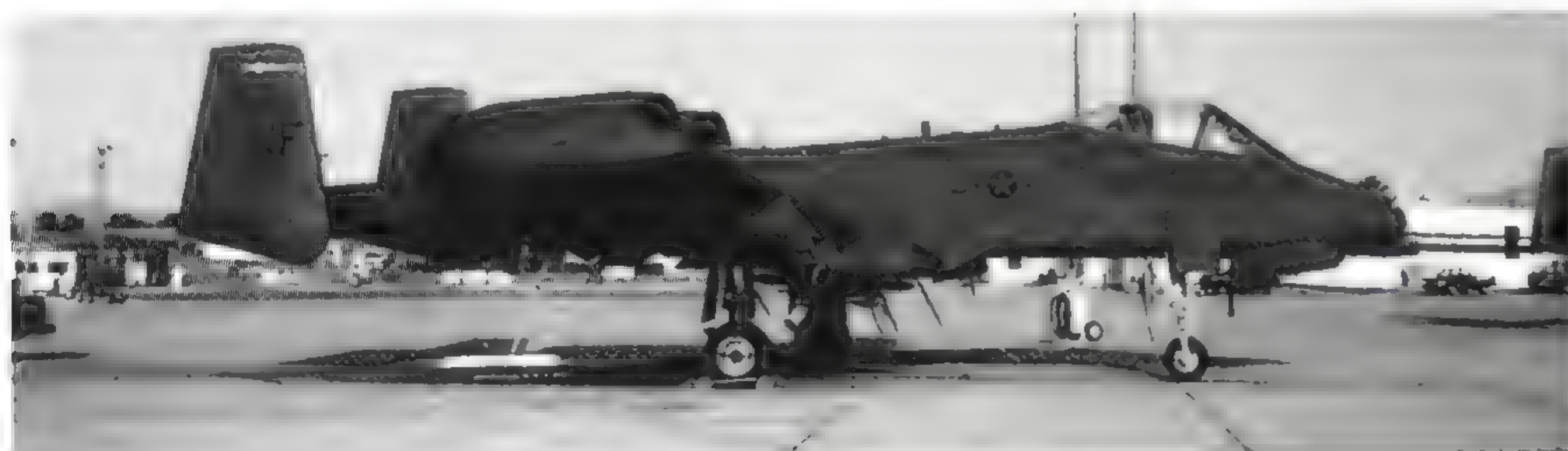
Another A-10 is shown here in the False Canopy Scheme with markings for the 357th TFTS. This photograph was taken in August 1980. (Van Winkle)



The 358th TFTS revised its tail markings from a green fin cap to a bright green band with a stylized white wolf as shown in the photograph at left. It is dated September 1989. The photo at right illustrates the tail markings for the 358th TFTS in November 1990. The band is now black with a more detailed wolf. (Both: Van Winkle)



The first OA-10 (77-226) is shown here as it appeared in March 1987. The early red fin cap was quickly replaced once the 23rd began its transition in October.
(Van Winkle)



The 333rd FS took over for the 22d TASTS on 1 November 1991. The red fin band has a white sword, but all other markings are subdued. This is 77-177 as photographed in April 1992.
(Van Winkle)

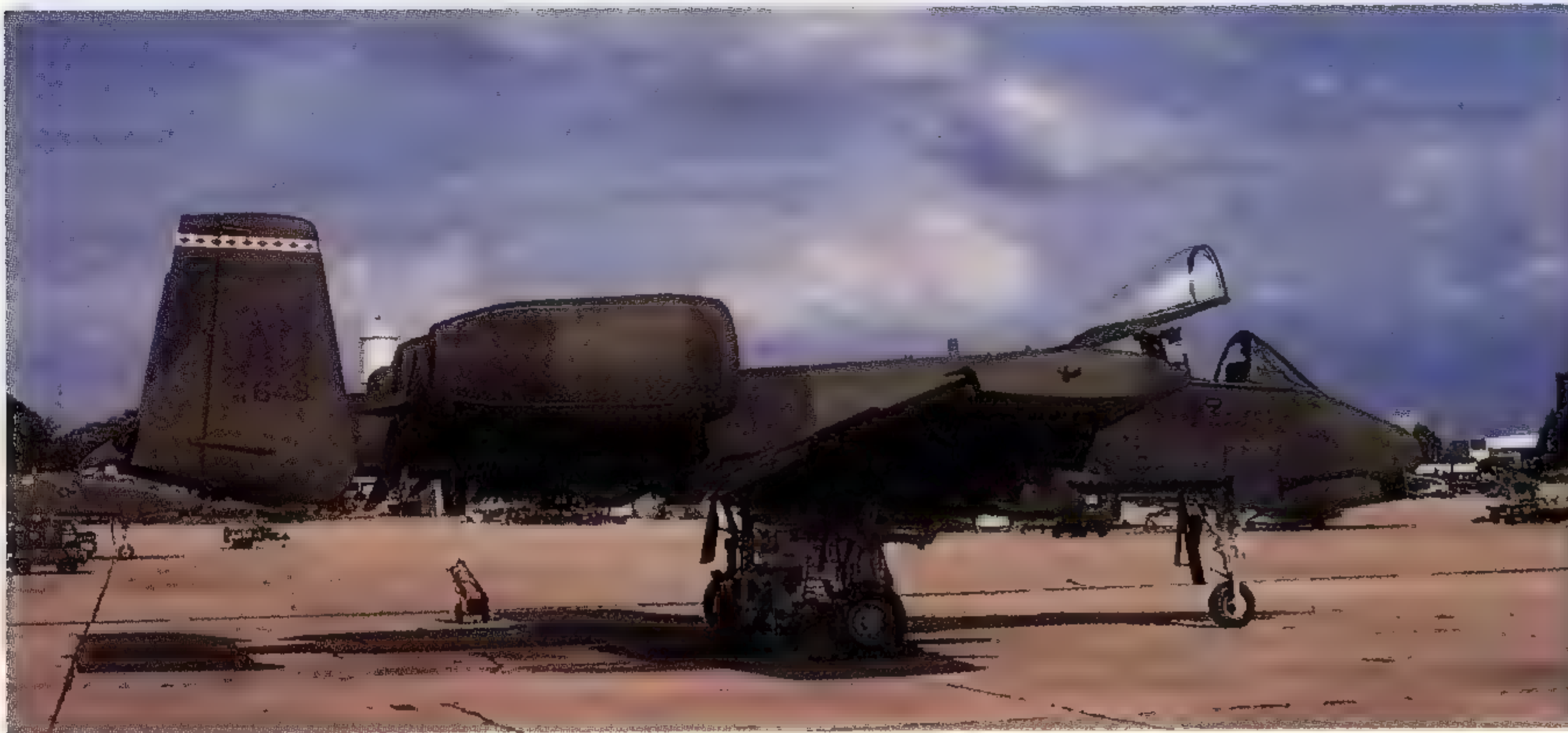
Early 22d TASTS markings are illustrated in this photograph which is dated June 1991. The yellow fin cap has three dark blue stars.
(Van Winkle)



Markings for the 354th FS are shown here on 77-270, which was the commander's aircraft in November 1992. The 354th moved to McChord early in the new year.
(Van Winkle)

EGLIN AFB, FLORIDA

Eglin AFB, Florida, with more acreage than any other US air base, has been home for the A-10s of two commands. Only six Warthogs were actually assigned there, and all were used for test, development, and evaluation.



A-10A 82-648 was one of three Warthogs flown by AFSC's 3246th TESTW. The red and white tail marking belonged to the 3247th TESTS. This photograph is dated July 1983. (Van Winkle)

3246th Test Wing

AF Systems Command's 3246th TESTW activated at Eglin on 1 July 1970 under Armament Development and Test Center. AFSC restructured the ADTC as the Armament Division on 1 October 1979; the first Warthog arrived early in 1980. Flying in the wing came under the directorate for Test Operations until that organization was replaced by the 3247th Test Squadron on 25 June 1982. The Armament Division was renamed Munitions Systems Division on 15 March 1989. The 3246th flew three Warthogs (73-1665, 73-1666, and 82-648); the last departed on 13 April 1990. [Subsequent reorganizations: on 11 July 1990, the Munitions Systems Division became the AF Development Test Center; on 1 July 1992, AFSC inactivated and was replaced by Air Force Materiel

Command; on 1 October 1992, the 3246th TESTW inactivated and was replaced by the 46th Test Wing (now abbreviated "TW"); and also on 1 October 1992, the 3247th TESTS was replaced by the 40th TESTS.]

All 3246th TESTW A-10s wore European I camouflage. Tail markings comprised a full-color AFSC insignia, a white fin band with red diamonds, and black AD (Armament Division) tail codes. Aircraft 73-1666 was the only Warthog still assigned in February 1990 when the wing began to adopt ET (Eglin Test) tail codes; the aircraft departed Eglin in April 1990, apparently still carrying AD codes. Unlike other 3246th aircraft, the unit's Warthogs did not carry the wing insignia on the fuselage.

4443rd Test and Evaluation Group

TAC's 4443rd TEG managed flying and logistical activities at the Tactical Air Warfare Center. Group aircraft were flown by the 4485th Test Squadron. The aircraft were: 78-715 (assigned from 28 September 1981 to 15 June 1989), 78-599 (9 December 1982 to 1 January 1990), and 79-166 (20 June 1985 to 1 June 1989). (Subsequent to the departure of the Warthogs,

the 4443rd T&EG inactivated and was replaced by the 79th TEG on 1 December 1991.)

All 4443rd Warthogs wore European I camouflage with OT (Operational Test) tail codes, full-color TAC insignia and black and white checkerboard on the tail, and full-color group insignia on either side of the fuselage.



Eglin's other A-10 test unit was TAC's 4443rd TEG. The unit's three Warthogs were operated by the 4485th TESTS and included 79-166 shown here in September 1982. At right is the insignia of the USAF Tactical Air Warfare Center. (Photo: Van Winkle)



ENGLAND AFB, LOUISIANA



At left is the 23rd TFW insignia. Early 74th TFS markings comprised a light blue band with white stars as seen in the photograph at right. The last four digits of the radio call number on the wheel sponson were common on 23rd TFW Warthogs. A-10A 79-173 is shown at left as it appeared in October 1983. (Photo: Van Winkle)

23rd Tactical Fighter Wing

The 23rd traces its history to the original Flying Tigers in the China-Burma-India Theater during World War II. On 1 July 1972, the 23rd moved (minus personnel and equipment) to England AFB, Louisiana, equipping with A-7Ds. On 23 September 1980, the 23rd TFW received its first A-10, and three years and three months later the wing accepted the last A-10 built. Although the 74th and 76th TFSs served with distinction in Desert Storm and Desert Shield, downsizing of the Air Force targeted England AFB for closure, and the 23rd TFW for inactivation. The 75th TFS inactivated on 2 December 1991, followed in 1992 by the 74th on 15 February, the 76th on 29 May, and the wing on 29 May. However, based on a personal commitment from the Air Force Chief of Staff, the 23rd's colors were placed on a C-130, and the unit reactivated at Pope AFB, North Carolina, as the 23rd Wing that same afternoon (see page 35.)

All 23rd TFW aircraft were camouflaged in European I colors. Adoption of the sharkmouth made the 23rd the

most easily recognized unit in the Air Force. Full-color TAC insignia were worn on the tail, with full-color 23rd insignia on both sides of the fuselage. Tail codes were EL for (EngLand AFB); tail tops were in squadron colors and designs. The 23rd received three OUAs, but never carried the marking on its aircraft.

74th Tactical Fighter Squadron (Flying Tigers): The 74th was the first 23rd squadron to begin transition to A-10s. In the early 1980s, the 74th tail tops were blue with white stars. These tail tops were later changed to blue with a white lightning bolt and a blue 74 TFS.

75th Tactical Fighter Squadron (Sharks): The 75th transitioned to A-10s in mid-1981. The squadron tail tops were black and white checkerboards with a white 75.

76th Tactical Fighter Squadron (Vanguards): The 76th transitioned to A-10s in late 1981. Squadron tail tops were red with a white 76 and seven white stars.



The last A-10 built (82-665) is shown here in August 1984 with revised 74th TFS markings.

(Van Winkle)



The 75th TFS used this checkerboard tail top with a small white 75 just ahead of the rudder hinge. The solid outline for the national insignia was common on many A-10s by the mid-1980s. This is 80-152 as it appeared in July 1989.
(Van Winkle)



Red tail tops with small white stars marked 76th TFS aircraft. Note the wear just above the gun muzzle in the white areas of the shark's mouth. This photograph of 79-197 was taken in May 1988.
(Fushi)



The 23d TFW usually marked several aircraft for its headquarters section. Therefore, the markings seen here on 79-185 in November 1991 did not necessarily identify the aircraft as being assigned to the wing commander.

McCHORD AFB, WASHINGTON



The 354th FS commander's aircraft (76-684) is shown here on the ramp at Davis-Monthan AFB in January 1993. The TC tail codes are staggered aft of the formation light. Tail tops are blue, and no unit insignias are carried.

(Van Winkle)

354th Fighter Squadron

The 354th FS is a geographically separated unit of the 355th Wing (see page 23). Activated at McChord on 5 January 1993, the squadron supports Army training at Washington's Fort Lewis and the Yakima Firing Center. The 354th's Warthogs wore European I camouflage, with

the first revised gray aircraft arriving in early 1994. The squadron uses TC tail codes (for nearby TaComa), and tail tips are dark blue. No unit insignias are carried. At the time of this writing, the 354th is expected to return to Davis-Monthan AFB.

McCLELLAN AFB, CALIFORNIA

Sacramento ALC's A-10A 81-989 is seen here in early Engineering Flight Test markings. SM-ALC was assigned to AF Logistics Command, which merged with Systems Command to form AF Materiel Command on 1 July 1992.

(Van Winkle)



A single A-10 has been assigned to the Sacramento Air Logistics Center at McClellan AFB, but every A-10 rotates through the SM-ALC for major depot maintenance. The assigned aircraft is used to test software and hardware modifications, originally under the Center's

Engineering Flight Test. EFT was redesignated the 2874th Test Squadron on 1 June 1992, and the 337th Test Squadron on 2 October 1992. The aircraft has worn the Center's SM (SacrAmento) tail markings.

MOODY AFB, GEORGIA

Plans to reorganize the 347th TFW at Moody AFB into a composite wing (with one A-10 squadron) were delayed by Hurricane Andrew's destruction of Homestead AFB, Florida, in 1992. Two of Homestead's F-16 squadrons were attached to the 347th, leaving little room for a new A-10 squadron. In May 1993, the plans were revived, and the 347th Wing received its first C-130s in June 1994. The first A-10s were assigned to the 70th FS by the end of the year.

MYRTLE BEACH AFB, SOUTH CAROLINA



One of the 354th's first Warthogs (77-196) is illustrated at left in the False Canopy Scheme. Factory-applied markings, including radio call numbers and the national insignias, are in 36118 Gunship Gray. Unit-applied markings, including tail codes, wing insignia, and the last three digits of the serial number on the sponson, are in black. At right is the 354th TFW's insignia. (Photo: Marshall)

354th Fighter Wing

In June 1970, the 354th TFW became the first operational wing to transition to A-7Ds. By early 1977, the 354th TFW began conversion to A-10s, and its 356th TFS became the USAF's first operational A-10 squadron that October. The 355th TFS was second in February 1978, the 353d TFS followed in August 1978, and the entire wing was declared operational in October 1978. The 353d and 355th TFSs took their Warthogs to Desert Storm soon after the US became committed to the liberation of Kuwait. The 354th became a Fighter Wing on 1 October 1991, and the three flying squadrons lost the "tactical" part of their designations a month later. With the post-Cold-War force reduction, Myrtle Beach and the 354th found themselves on the wrong list. The 355th FS inactivated in March 1992, the 356th three months later, and the 353d that December. The 354th FW inactivated at the end of March 1993, but reactivated at Eielson that August (see page 39).

All original 354th TFW Warthogs wore the "False Canopy" MASK-10A scheme. Black MB (Myrtle Beach) tail codes, black-outline TAC insignias, and black-outline 354th insignias were the only unit-applied markings until early 1980 when full-color squadron insignias (on the

left side of the fuselage) and tail bands first appeared. By that time, many wing aircraft had received European I camouflage. Simple squadron colors were confined to fin tips by early 1984. Wing aircraft did not display the OUA.

353d Tactical Fighter Squadron (Panthers): The 353d's red tail band originally carried the black silhouette of a panther, and later carried two black paw prints. The post-1983 squadron marking was a red fin cap.

355th Tactical Fighter Squadron (Falcons): Early 355th markings were a white tail band spangled with between six and eleven blue stars. After 1983, a blue fin cap sufficed.

356th Tactical Fighter Squadron (Green Demons): The first 356th tail marking was a simple green band with white borders above and below, but a more complicated pattern soon evolved. The first and last third of the band became green and white checks, and the middle third was a white field with green arrows in a "finger four" formation. During the summer of 1982, the green band with white borders returned sporting four white arrows in trail. A simple green fin cap appeared in 1984.



Early 353rd TFS markings comprised a red tail band with a charging black panther. The 354th TFW briefly adopted squadron lead tail stripes loosely based on Air Corps command markings. This photo is dated July 1982. (Van Winkle)



At left is the 353rd TFS insignia. The photograph at right illustrates the definitive markings for the 353rd TFS on 78-593. The panther and its footprints are gone, having been replaced by a simple red fin cap. This photo was taken in May 1989. (Photo: Van Winkle)



This is the original white tail band with blue stars as used by the 355th TFS. This photograph of 79-101 was taken in June 1983. (Van Winkle)



The later blue fin cap markings used by the 355th TFS are shown at left on 79-099. At right is the 355th's insignia. (Photo: Van Winkle)



The photo at left illustrates the early green tail band and white border used by the 356th TFS. In the center is the 356th TFS insignia. At right is the 356th tail band as it appeared in July 1982. The diagonal stripes indicate that the aircraft was assigned to the wing headquarters. (Left USAF, Right Van Winkle)



The 356th's green and white tail markings can be seen here on 77-198 in June 1981.

(Van Winkle)



These 356th aircraft were photographed a couple of months before the squadron deactivated. Fin caps are now glossy green. Both 78-714 (foreground) and 78-664 were Desert Storm vets.

(Wright)

NELLIS AFB, NEVADA

The USAF Weapons and Tactics Center (WTC) at Nellis trains aircrews in advanced combat tactics and (through Red Flag) trains combat units to fight as part of a composite strike force. The Center also develops and evaluates weapons systems and tactics, and provides the people, facilities, airspace, and ranges for realistic combat training.



At left is the 57th Wing insignia which originated with the 4525th FWW in the 1950s. A-10A 79-170 which was assigned to Headquarters, 57th FWW, is shown at right as it appeared in July 1989. It has the wing insignia on both sides of the fuselage. (Photo: Van Winkle)

57th Wing

The 57th Fighter Weapons Wing came to Nellis on 15 October 1969, replacing the USAF Tactical Fighter Weapons Center's provisional 4525th FWW. (The 57th officially adopted the 4525th's bull's eye insignia in 1970.) There have been four subsequent redesignations: 57th Tactical Training Wing on 1 April 1977; 57th FWW (again) on 1 October 1980; 57th FW on 1 October 1991; and finally 57th Wing on 15 June 1993. (The parent TFWC became the Fighter Weapons Center in 1992, and then the Weapons and Tactics Center in 1993.) Until 1993, all Warthogs were assigned to the wing's "Thunder AMU" (Aircraft Maintenance Unit), and were shared by the units described below. In 1993, the Weapons School and the 422d became responsible for their own aircraft.

USAF Weapons School: The first 57th A-10s arrived in October 1977, and were assigned to the 66th Fighter Weapons Squadron. They were used to train a cadre of weapons instructors from all A-10 units. When the 66th FWS inactivated at the end of 1981, the mission moved

to the A-10 Division of the USAF Fighter Weapons School. In June 1993, the school was renamed the USAF Weapons School.

422d Test & Evaluation Squadron: The 422d Fighter Weapons Squadron began flying A-10s in the late 1970s. TAC would direct the 422d (1) to conduct operational tests and evaluations of fighter weapons systems and (2) to develop tactics for employment of those systems in combat. (This mission led the 422d to develop the JAWS camouflage schemes and evaluate the first Charcoal Lizard camouflages.) The 422d became a Test and Evaluation Squadron under the Deputy Commander for Tactics and Test on 30 December 1981.

A-10s of the 57th have carried a variety of camouflages. Tail markings include **WA** (Weapons & Armament) tail codes and black and yellow checkerboard bands. Before 1993, the wing insignia appeared on both sides of the fuselage. The Weapons School and the 422d TES added their insignia to the left fuselage in 1993.

A-10A 81-958 was photographed in February 1994 with the new insignia of the A-10 Division, USAF Weapons School. The serial presentation on the tail is unique! (Rogers)



POPE AFB, NORTH CAROLINA

Pope AFB is collocated with the Army's Fort Bragg near Fayetteville, North Carolina. Air Force units at Pope have a tradition of training with Bragg's 82nd Airborne Division, although there have been some perceptual disagreements about whether Pope was created to provide airlift for Bragg, or Bragg was created to provide perimeter defense for Pope!



A-10A 80-149 has almost the same markings it used previously with the 23d TFW at England AFB. The tail codes are now FT and have been moved aft to fit behind the formation light. This photo was taken in June 1982.

23d Wing

Pope's first A-10 maintenance airframes arrived in January 1992. On 1 April, the 75th FS activated under the 23d FW (which was still at England AFB). On 1 June, the 23d Wing activated at Pope as the first new Air Force "composite wing." (The 23d also took command of the C-130Es of the 317th TAW's 39th TAS, redesignating the squadron the 2nd AS. The 74th FS later reactivated with F-16s and the 41st AS transferred to the wing on 16 July 1993.)

While flying at Pope, 75th FS A-10s displayed three changes from their markings at England. The TAC shield on the tail was superseded by an almost identical ACC shield (the older decals took some time to replace). The EL tail codes were replaced by new FT codes (dually derived from Flying Tigers and Fayetteville). In 1993, the 75th FS patch was added to the left side of the fuselage. Also during 1993, the 23d Wing's Warthogs began to receive the revised Ghost Grays camouflage.



Warthog 80-223 was assigned to the commander of the 23d Wing. The tail top carries the black and white checks of the 75th FS, the blue field with white stars of the 74th FS, the red and gold of the 2nd AS, and the green and red of the 41st AS. This photograph is dated February 1994. (Silbermann)

SHAW AFB, SOUTH CAROLINA

Since A-10s first arrived at Shaw in mid-1991, three succeeding wings have controlled the same airframes!

507th Air Control Wing

The 507th Tactical Air Control Wing controlled two OV-10 Bronco squadrons - the 20th Tactical Air Support Squadron (inactivated late 1991) and the 21st TASS (Ravens) which began converting to Warthogs in 1991. The 507th became an ACW on 1 October 1991. The 21st TASS inactivated 1 November, and was replaced by the similarly designated 21st FS (Black Panthers) from George AFB, California. The 21st FS moved to the 363d FW on 1 April 1992, and the 507th inactivated on 15 June 1992.

All 507th Warthogs wore European I camouflage. While the wing's Broncos continued to carry **SR** tail codes

(alternately for Shaw Recon or nearby Sumpter), the OA-10s received **SF** (Shaw Fac) codes. The 21st TASS's tail band was blue with white borders, two white lightning bolts, and a white script "Raven." The wing and squadron insignias were carried (in full color) on the command aircraft only. With activation of the 21st FS, the "Raven" tail band was retained for some time, although a few aircraft received blue fin caps. Likewise, the command aircraft retained the 21st TASS insignia, although the title **21st Ftr Sqd** was added. The squadron's tail tops were later repainted black with a single red lightning bolt.

363d Fighter Wing

The 363d moved to Shaw in April 1951 when the 20th Fighter Wing left Shaw for Virginia. In October 1981, the wing began F-16 transition as a Tactical Fighter Wing. "Tactical" dropped from the designation on 1 October 1991. The 21st FS and its A-10s were absorbed by the 363d in April 1992. The 363d FW inactivated on 31 December 1993, ending its 43-year association with Shaw. Its people and assets were absorbed by the 20th

FW which returned to Shaw.

When the 21st FS moved to the 363d, its aircraft assumed the wing's **SW** (Shaw) tail codes but continued to carry black tail tops with a single red lightning bolt. All aircraft had stenciled black-outline 363d insignia on the right fuselage, and the 21st FS insignia on the left (with full-color on command aircraft). Several aircraft were repainted in the Ghost Grays camouflage.

20th Fighter Wing

The 20th TFW gave up its F-111Es and EF-111As at Upper Heyford, England, and transferred to Shaw on 31 December 1993, absorbing the 363d FW's assets. All Shaw squadrons received new unit designations, with the 21st FS becoming the 55th (Fighting Fifty-Fifth) FS.

When transferred from the 363d, 20th FW A-10s changed unit insignias, and the tail flash was changed to blue with a yellow lightning bolt. All of Shaw's A-10s are scheduled to carry the new Ghost Grays camouflage by the end of 1994.



A-10A 80-229 served with the 511th TFS during Desert Storm. Unit markings at Shaw are for the 21st TASS (Ravens), 507th ACW, but combat mission markings and nose art added by the 511th TFS (on the right side) were retained for almost two years. This photograph was taken in November 1991.



Warthog 79-160 wears the 363d FW's SW tail code and the 21st FS's black and red tail tops in June 1982. Note the light blue 21st TASS tail top showing through scratches in the new markings.



A-10A 81-964, which scored Desert Storm's second A-10 air-to-air victory, is seen here at Gunsmoke in November 1993. The aircraft is painted in Ghost Grays camouflage with full color unit insignia. SW and 21 FS are painted on the tail in dark gray with black shadows. (Brown)



With its European I camouflage a bit worse for the wear, 80-194 displays new markings for the 20th FW's 55th FS. Photographed in February 1994, this is one of the last Shaw aircraft to display Desert Storm mission markings. The aircraft was scheduled for repainting in Ghost Grays camouflage by year's end.

PACAF - KOREA



At left is the Pacific Air Forces (PACAF) insignia. In the photo at right, 80-245 from the 25th TFS flies over Korea in 1984. (Photo: USAF)

51st Fighter Wing

25th Tactical Fighter Squadron (Assam Dragons): Preparing for the first A-10s in PACAF, the Fifth Air Force began rebuilding Suwon AB, Korea, during 1981. The 25th TFS relocated there from Kadena AB, Japan, without personnel or equipment on 1 February 1981. The personnel arrived in March 1982, and the Warthogs soon followed. The 25th's parent unit was the 51st Composite Wing (Tactical) at Osan. The 51st became a TFW on 1 July 1982. When Seventh Air Force activated on 8 September 1986, it assumed control of the 51st and all other Korean-based PACAF assets. The 25th, planning F-16 conversion, returned all A-10s to the US by 9 November 1989. The 25th continued to exist on paper, even borrowing a few F-16s as part of the conversion plans, until its inactivation on 31 July 1990.

All 25th TFS A-10s were delivered in European I camouflage. The original tail codes were **OS** (for **OS**an, the wing headquarters), but by early 1984 the codes became **SU** (for **SU**won). Full-color PACAF shields were standard above the tail codes, as was a miniature red lightning bolt at the top of the tail. A full-color or black-outlined 51st TFW insignia was carried above the left fuselage star, and the squadron insignia above the right.

19th Tactical Air Support Squadron: The 19th TASS became PACAF's second Far East Warthog squadron during 1989. The 19th was the flying squadron of Osan's 5th Tactical Air Control Group. The 19th converted

from OV-10 Broncos to OA-10s, officially moving to Suwon on 1 August 1989 (a month before the 25th TFS began giving up its A-10s). In October 1990, the 19th TASS moved to Osan, assigned to the 51st TFW. At the same time, the 5th TAIRCG moved to Osan as the 5th Tactical Control Group, also with the 51st. The 51st became the 51st Wing on 7 February 1992. The 19th TASS inactivated on 1 October 1993, turning personnel and equipment over to a reactivated 25th FS.

19th TASS OA-10s were delivered in European I camouflage, but several were repainted overall 36118 Gunship Gray. (PACAF received approval to paint this scheme on its FACs in the mid-1970s.) **SU** tail codes were shared (briefly) with the 25th TFS, changing to **OS** when the squadron returned to Osan. The PACAF shield on the tail, the group emblem (wing emblem after September 1990) over the left fuselage star, and the squadron emblem over the right star were all applied in subdued colors. The 19th TASS adopted a variation of the 25th TFS's tail decoration. Fin tips were painted black with a small yellow lightning bolt.

25th Fighter Squadron (Again!!): Reactivation of the 25th on 1 October 1993 resulted from the Air Force's attempts to retain as many of its prominent units as downsizing would allow. (At the same time the 51st became a Fighter Wing.) The Assam Dragons appear to have reapplied their old markings with **OS** tail codes.



Here, 80-213 is shown in overall 36118 Gunship Gray which is an unusual camouflage for an operational Warthog! Markings are for the 19th TASS, 5th TACG in July 1989.

(Patrick)

EIELSON AFB, ALASKA



From left to right are the AAC insignia, later used by the Eleventh AF, the insignia for the 343d TFW, and the badge for the 11th TASS.

343d Wing

On 1 October 1981, Alaskan Air Command activated the 343d Composite Wing at Eielson AFB to prepare for A-10s. The 343d took control of the 25th TASS with O-2s (at Eielson) and the 18th TFS with F-4Es (at Elmendorf). The 18th received two A-10s in December and moved to Eielson on 1 January 1982. The 343d was redesignated a TFW on 8 June 1984. Despite plans to convert the 25th TASS to OA-10s, the 25th inactivated on 1 September 1989. On 9 August 1990, the Alaskan Air Command was redesignated the Eleventh Air Force and assigned to PACAF. On 1 July 1991, the 343d was redesignated the 343d Wing and the 18th, which had begun converting to F-16s in March, became the 18th FS. At that time the 11th TASS (activated on 10 May 1991) took control of seven OA-10s. The 343d inactivated on 20 August 1993, and was replaced by the 354th FW.

18th Tactical Fighter Squadron (Blue Foxes): All 18th TFS A-10s were delivered in European I camouflage. The first unit markings applied were the black AK (AlasKa) tail codes. By 1983, the 18th's markings included a blue tail cap with a black running fox, blue borders to the tail codes, full-color AAC insignia (later replaced by the PACAF shield) above the TAC codes, full-color 343d insignia on the right fuselage, and full-color 18th insignia on the left fuselage.

11th Tactical Air Support Squadron: The 11th TASS's seven Warthogs wore European I camouflage. The tail markings comprised black AK codes, black-line PACAF shield, and red tail tops. The wing and squadron shields were in black only, and were on the left and right sides (respectively) of the forward fuselage.

354th Fighter Wing

The 354th activated at Eielson on 20 August 1993, assuming control of the personnel and equipment of the 343d. The 11th TASS inactivated, replaced by the

355th FS. The replacement of wing and squadron insignia was the only change in unit markings. The first gray A-10 was painted on base in February 1994.



While visiting Elmendorf in September 1985, 80-264 displays the typical markings of 18th TFS Warthogs. Note the welded gun-gas diverter which was fitted briefly to the muzzles of a small number of A-10s. (Heilig)



Fairbanks, the 18th TFS commander's aircraft, carried what is arguably the most attractive artwork ever applied to a Warthog. The design was painted on both of 81-993's engine nacelles. At right is the 18th TFS insignia. (USAF)



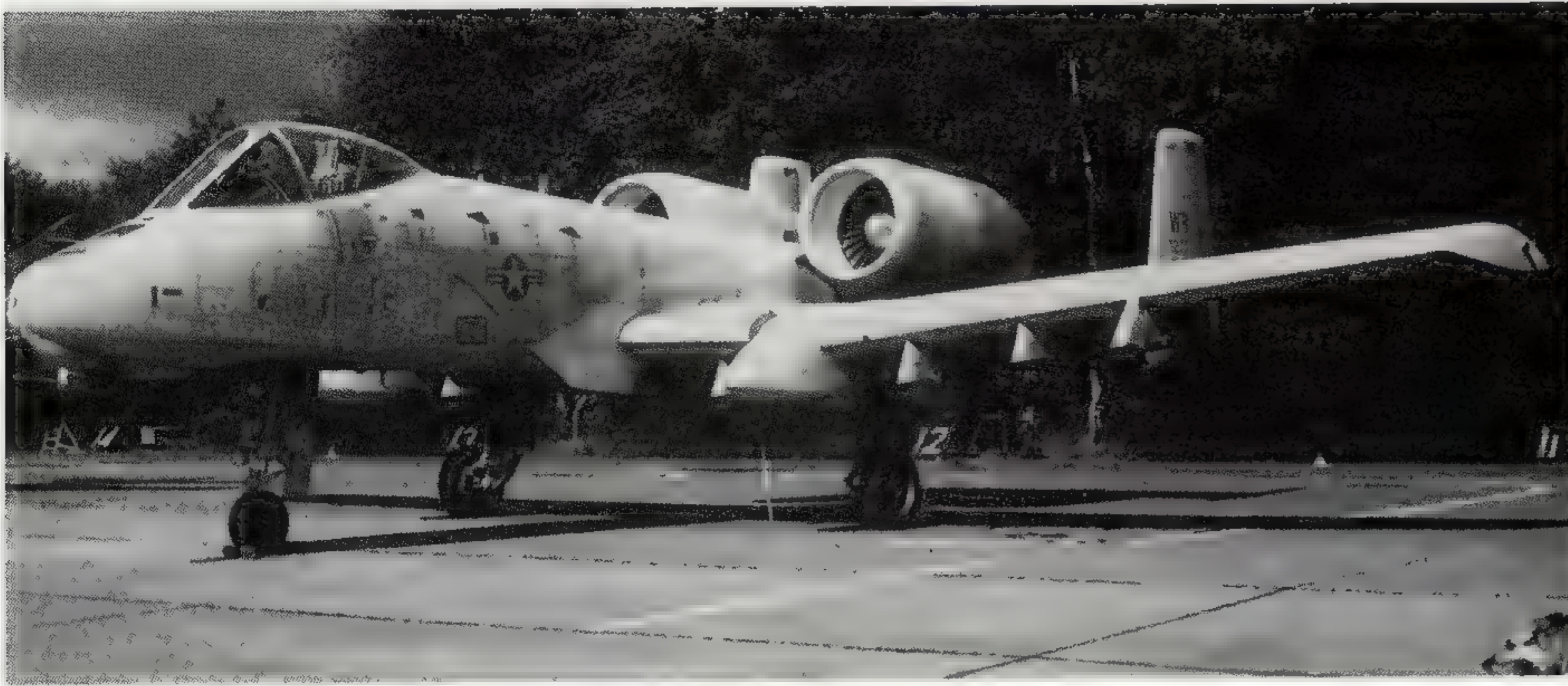
On a clear day, you can count the rivets! Aircraft 81-970 was one of seven OA-10s assigned to the 11th TASS. It is shown here as it taxied past the Eielson tower in July 1993.



At left is The Big Dawg, a blue-eyed Husky which was painted inside the ladder door on 80-254. The background is red. The photo at right shows complete markings for the same Warthog which was the commander's aircraft for the 11th TASS. White borders have been applied to the AK codes and 11 TASS on the tail.

USAFE

RAF BENTWATERS/RAF WOODBRIDGE, UK



At left, 77-233 wears the False Canopy Scheme and 81st TFW markings in September 1979. A lion's head and 315 have been stencilled on the nose in yellow. At right is the insignia of the 81st TFW. (Photo: Miller)

81st Tactical Fighter Wing

In 1978, the 81st TFW became the first USAFE unit to receive Warthogs. Stationed at the twin bases of RAF Bentwaters and RAF Woodbridge, the 81st maintained a rotational presence at forward operation locations (FOLs) in Germany. With the drawdown of forces in Europe, the 81st inactivated in May 1993.

The first European Warthogs carried the MASK-10A "False Canopy Scheme." In 1979, the first European I camouflaged aircraft flew in from the US, with all earlier aircraft being repainted at depots by the end of 1980. In 1992, as the 81st was inactivating, at least 26 aircraft were recamouflaged in Ghost Grays. Wing aircraft carried black **WR** (Woodbridge-BentwaterRs) tail codes, the 81st insignia over the left fuselage star, and the USAFE insignia over the right fuselage star. These insignia were black outlines on gray aircraft, and subdued colors on European I. Full-color insignias were carried for special events. Squadron tail markings first appeared in early-1985. Simple squadron-color bands later carried individual squadron designs. After Desert Storm, squadron-color fin caps replaced the bands, but all squadron colors were abandoned in late 1992.

78th Tactical Fighter Squadron (The Bushmasters): The 78th TFS converted from F-4Ds to A-10s in May 1979. At first, the squadron band was red, but it was later changed to red with white borders. The 78th inactivated on 4 May 1992.

91st Tactical Fighter Squadron (The Blue Streaks): The 91st converted to A-10s in July 1979. The squadron

band was blue at first, then later was blue with white borders and a white lightning bolt. The 91st inactivated on 14 August 1992.

92nd Tactical Fighter Squadron (The Skulls): The 92nd TFS began converting from F-4Ds in July 1978, becoming USAFE's first operational A-10 squadron in January 1979. The squadron band was yellow, then later it was changed to yellow with white borders. Later still, it became yellow with white borders and a black skull. The 92nd inactivated in March 1993.

509th Tactical Fighter Squadron (The Pirates): The 509th activated at Bentwaters with A-10s in October 1979. The squadron band was first gray, then gray with white borders, and finally it was gray with a black "Pirates" and skull. The 509th moved to the 10th TFW in June 1988.

510th Tactical Fighter Squadron (The Buzzards): The 510th TFS activated at Bentwaters on 1 October 1978, and later became the 81st's second operational A-10 squadron. The squadron tail band was magenta, later with white borders. Later still a white buzzard's head was added. The 510th ceased operations in December 1992, then it moved to the 52nd FW as the 510th FS in January 1993.

511th Tactical Fighter Squadron (Vultures): The 511th TFS activated at RAF Bentwaters with A-10s on 1 January 1980. The squadron band was black, which later had white borders. The 511th transferred to the 10th TFW at Alconbury in August 1988.





Maintenance crews work on 80-143 in June 1989. Red and white tail bands marked the 78th TFS. (Wright)



Blue Thunder, 81-991, fires the big gun during training at Nellis in 1989. The blue-and-white tail markings were standard in the 91st TFS. Nose art, derived from the squadron insignia, was reserved for the commander's aircraft. (USAF)



A-10A 81-977 is shown here in June 1989 wearing the markings of the 92d TFS. Tail codes and radio call numbers are highlighted in white. The yellow squadron color is repeated on the nose gear door, the canopy rails, and the travel pod on the centerline. (Wright)



The 510th TFS's royal purple squadron color was more of a magenta when applied to A-10s. This photograph of 81-966 is dated June 1989. (Wright)



The 509th TFS was assigned to the 81st TFW for almost nine years. The gray tail band carries a small white Sioux head and war bonnet as a symbol of the Project Warrior History Program. This photograph was taken in 1986. (USAF)

A return to the grays is shown here on 81-984 which wears Ghost Grays while 82-658 retains the European I scheme. The 81st was drawing down at the time this photograph was taken in June 1992, and squadron colors had been abandoned. (Rotramel)



RAF ALCONBURY, UK



The gray tail band used by the 509th TFS included the squadron insignia. This is A-10A 81-987.

(USAF)

10th Tactical Fighter Wing

The 10th Tactical Reconnaissance Wing was redesignated the 10th TFW in August 1987, receiving two squadrons of A-10s from the 81st TFW a year later. After losing both A-10 squadrons, the 10th had been scheduled to inactivate in 1992. Instead, the 10th remained at Alconbury, redesignated the 10th Air Base Wing on 31 March 1993. The 10th TFW's Warthogs wore European I camouflage with AR (Alconbury Recon) tail codes. Squadron tail bands were carried until the summer of 1991.

509th Tactical Fighter Squadron (The Pirates): The 509th TFS moved to Alconbury in June 1988. The gray

squadron tail band originally bore the "Pirates" label, which was later replaced by the squadron insignia. The 509th ceased operations on 16 December 1991, but remained a paper organization until inactivation on 30 December 1992.

511th Tactical Fighter Squadron (The Vultures): The 511th transferred to the 10th in August 1988. The squadron tail band was black with white borders and the white title **Vultures**. The 511th deployed to the Gulf for Desert Storm. It ceased operations on 27 March 1992, remaining a paper organization until inactivation on 30 December 1992.



"Vultures" markings prior to Desert Storm can be seen on 81-986. This was one of several airframes traded for 509th aircraft before the 511th deployed to the Gulf.

(USAF)

SPANGDAHLEM AB, GERMANY



A-10A 82-646 wears the early Ghost Grays camouflage first applied by the 81st FW and now worn by the 52nd FW. (USAF)

52nd Fighter Wing

The 510th FS brought its A-10s to Spangdahlem in January 1993. Just over a year later, on 25 February 1994, the 510th FS moved (minus personnel and equipment) to Aviano, Italy, to fly F-16s. Spangdahlem's Warthog unit then became the 81st FS.

All A-10s at Spangdahlem AB were painted in a version of the Ghost Grays camouflage, but they did

not have the false canopy. For most of the first year, SP (SPangdahlem) tail codes were the only unit-applied markings. Magenta fin caps (with Buzzards marked on the squadron commander's aircraft) were eventually added to 510th aircraft. The 81st FS repainted the fin caps yellow (with Panthers added to the tail of the squadron commander's aircraft).



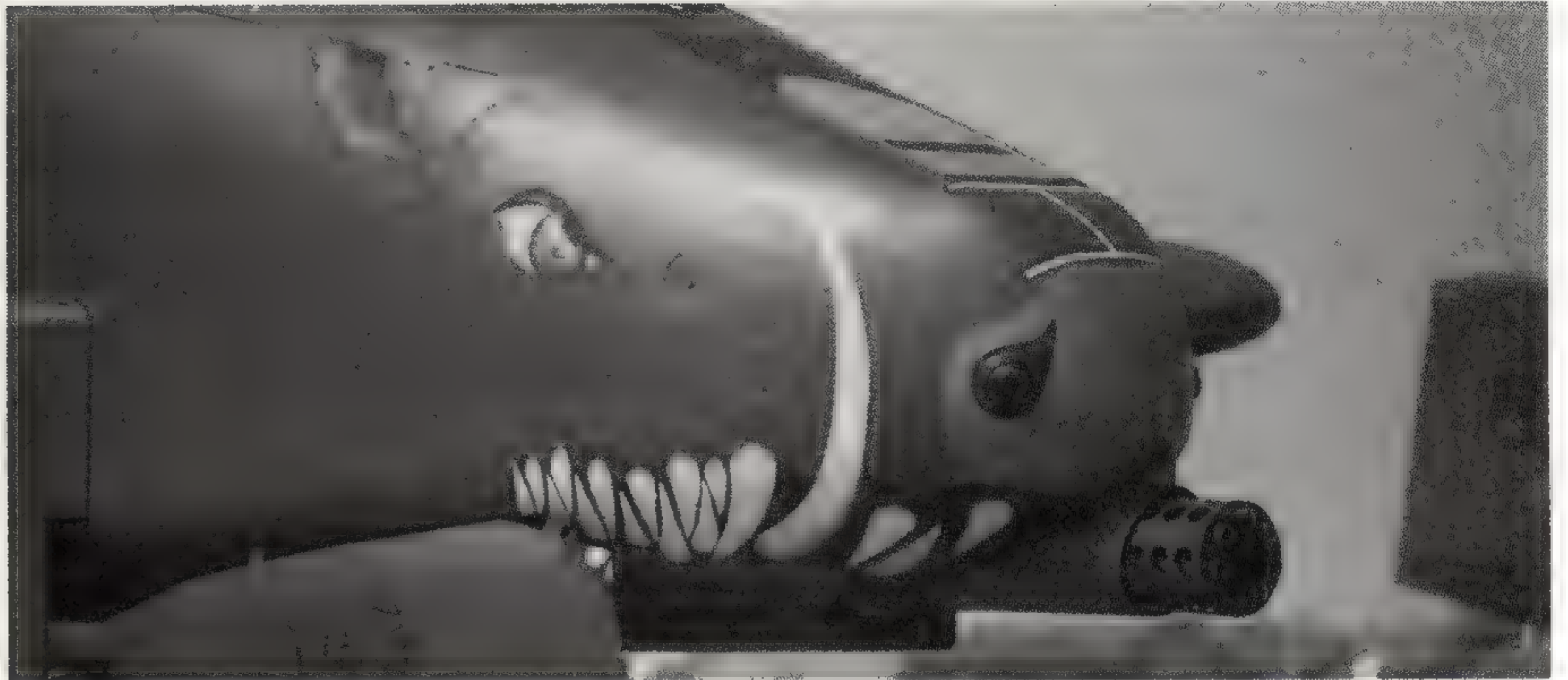
Another 52nd FW Warthog to carry the simple markings used by 510th FS was 81-980. These were the markings used through most of the unit's year at Spangdahlem. (USAF)

AFRES

The Air Force Reserve (AFRES) received its first A-10s in June 1980 when factory-fresh aircraft were delivered to the 917th TFG at Barksdale AFB, Louisiana. Over the next fifteen years, five AFRES squadrons flew Warthogs, and the markings have been consistently simple. AFRES is painted in black on the outside of each engine nacelle, a two-letter tail code is added to the vertical fin, and the tail cap is painted in a squadron color (often with a border in a flight-colored band). While no AFRES or unit insignia is ever carried, some units have applied local markings.

BARKSDALE AFB, LOUISIANA

The 917th's first hog face used a tan nose and white teeth. (USAF)



917th Wing

Barksdale's first A-10s arrived in June 1980 and were assigned to the 47th TFS, 917th Tactical Fighter Group (then a part of the 434th TFW at Grissom). The A-10s were the first front line aircraft ever delivered direct from the factory to AFRES. By May 1984, the 46th Tactical Fighter Training Squadron was activated as part of the 917th. The 917th achieved wing status in 1988 when the 926th TFG at New Orleans was assigned. All units dropped the word "Tactical" from their designations on 1 June 1992. The 46th FTS inactivated on 1 October 1993, and training of Reserve Warthog pilots passed to Davis-Monthan. In place of the 46th FTS, the 93d BS activated with B-52s, giving the redesignated 917th Wing a combat capability never before seen in the Reserves.

A-10s of the 917th were delivered in European I camouflage. They carry **BD** (BarksDale) tail codes. The 47th's original markings were metallic green tail tops. When the 46th activated, aircraft of the two squadrons

were divided into three flights. Combinations of squadron tail colors, with flight color borders were:

47th TFS, A Flight	Green with Black border
47th TFS, B Flight	Green with Silver border
46th TFS, B Flight	Blue with Silver border
46th TFS, C Flight	Blue with Gold border

After inactivation of the 46th, the 47th FS reorganized. The three flight colors are unchanged, but all now border a green fin cap.

The most notable marking on Barksdale A-10s is the fearsome warthog stenciled on the nose of each A-10. The white teeth and tusks first tested on this marking made the aircraft too visible, and the marking was removed. Development of a subdued warthog nose by November 1985 allowed the marking to be applied to all aircraft.



This badly weathered 46th FTS Warthog (80-178) is a recent transfer from the 23d TFW, as indicated by the fresh gray paint where its sharkmouth used to be. Also note the insignia inside the ladder door. (Van Winkle)



Left: A-10A 78-716 is shown here in early 46th markings during August 1984. The fin cap is blue; no flight colors are carried, and no hog face has been applied. (Van Winkle)

Below: Warthog 78-114 shows the metallic green tail top of the 47th TFS. The silver border indicates that this aircraft belongs to B Flight. This photograph is dated October 1989. (Van Winkle)



Above: Aircraft 76-551 is illustrated here as it appeared in July 1991 while assigned to C Flight of the 46th TFS.

Right: This closeup shows the hog face painted on 76-552 in July 1991.



GRISSOM AFB, INDIANA



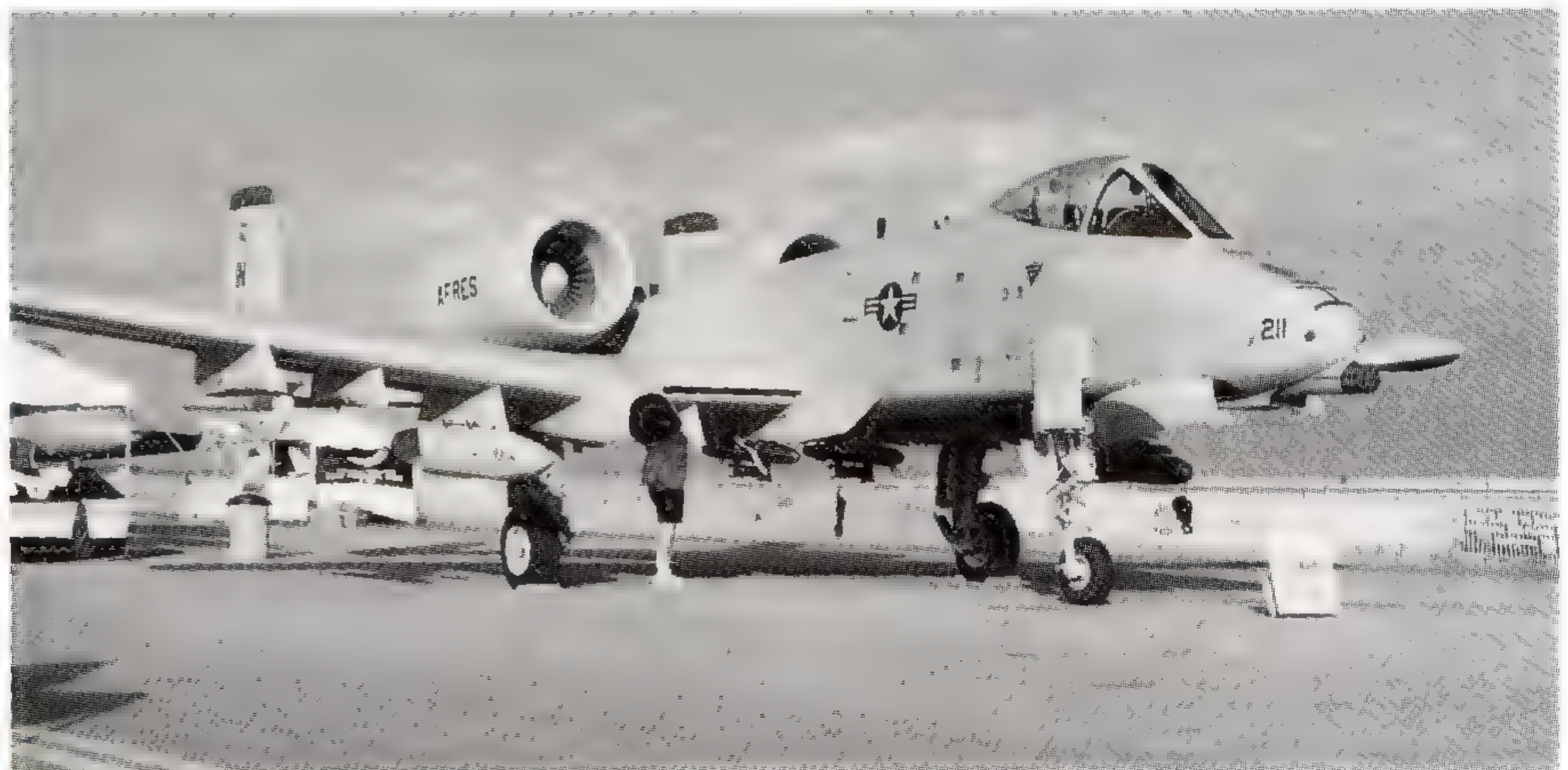
In May 1994, the 45th FS painted D-Day invasion stripes on 80-149. A P-47, which was restored and flown by Charles Osborn, provides a comparison to the Thunderbolt II's progenitor. (Kaplan)

930th Operations Group

The 434th TFW and its 45th TFS received their first A-10s in July 1981. In July 1987, the 434th TFW reorganized as the 434th Air Refueling Wing, and control of the 45th TFS passed to the newly activated 930th TFG. On 1 February 1992, the term "Tactical" was dropped from the unit designations. That August, the AFRES units at Grissom again reorganized, and the redesignated 930th FG became an operations group, again with the 434th Wing. The 930th is scheduled to deacti-

vate, retiring its A-10s by 30 September 1994.

Grissom's Warthogs were delivered in European I camouflage. The tail code **IN** was chosen for **IN**diana. Blue tail tops are bordered with black for A Flight or yellow for B Flight. In common with aircraft of many other USAF units based in Indiana, 45th aircraft carry a race car motif (for the Indianapolis Raceway) combined with a map of Indiana. This marking is located on the tail of each aircraft.



At left is a close up of the tail markings used on Warthogs at Grissom AFB. At right, 79-211 is shown in Ghost Grays at an air show in 1993. (Mesko)

NAS NEW ORLEANS, LOUISIANA



A-10A 76-554 illustrates the markings of A Flight, 706th TFS in October 1989.

(Van Winkle)

926th Fighter Group

The 706th TFS, 926th TFG, received its first A-10s in December 1981 and completed conversion in June 1982. The group was assigned to the 434th TFW at Grissom. It was transferred to the 442d TFW at Richards-Gebaur on 1 February 1984, and to the 917th TFW at Barksdale on 1 July 1987. The 926th was activated for Desert Shield/Desert Storm on 29 December 1990. It was the only AFRES fighter unit called and the first Reserve fighter unit called up since the Korean War. The squadron deployed eighteen aircraft, including one loaned from the 47th TFS at Barksdale. The group was relieved from active duty on 15 June. On 1 February 1992, the units dropped the word "Tactical" from their designations. The group transitioned to F-16s in October 1992.

The 926th's tail codes were **NO** (New Orleans). Tail tops were painted red with borders of black for A Flight or white (or buff) for B Flight. Flight colors were first added in 1985.

During Desert Storm, most of the group's A-10s carried nose art and/or nicknames. Several aircraft painted a crawdad (crayfish), based on the 926th CAMS insignia, on the left side of the nose. Most aircraft carried tallies of victory claims stenciled on the right side of the nose. While most of TAC's A-10s removed their Desert Storm artwork soon after returning to the US, the 926th proudly announced its intention to retain the extra paint as long as possible - indeed, they wore them all the way to the boneyard.



Liquid oxygen boils off on a humid New Orleans morning. A-10A 77-227 wears Desert Storm mission markings and nose art in July 1991.

RICHARDS-GEBAUR AFB, MISSOURI



*Two 303rd TFS Warthogs (79-107 & 79-122) show the standard unit markings. The yellow inscription on 122's nose reads **WORLDWIDE AIR FORCE-LTCOL ROGER DISRUD - TOP GUN**. Both aircraft carry ALQ-131 ECM pods.*

(Graser)

442d Fighter Wing

In October 1982 the 442d TAW became the 442d TFG (with the 303rd TFS) and began converting to A-10s; redesignation to the 442d TFW occurred in February 1984. "Tactical" was dropped from unit designations on 1 February 1992. On 11 and 12 June 1994, the wing moved to Whiteman AFB, Missouri.

A-10s of the 442d arrived in standard European I camouflage, with the first Ghost Grays repaints occurring in 1993. The tail code is KC (Kansas City); tail tops are black with gold borders. (Unlike other AFRES units, the gold border is not a flight color.) With the move to Whiteman, the 442d's markings remained unchanged.



Details of the tail markings on 78-631 are shown here as they appeared in August 1989.



Warthog 79-111 is seen here in Ghost Grays during November 1993. The black tail top is now a thin black border for the yellow stripe. The other unit markings are unchanged.

(Van Winkle)

AIR NATIONAL GUARD

CALIFORNIA ANG

163rd Tactical Fighter Group

During January 1989, the Air Force announced plans to redesignate the 196th TFS which was then flying F-4Es with the 163rd TFG at March AFB. The unit was to be redesignated the 196th TASS and equipped with OA-10As. By the end of August 1990, and despite objections of the unit, the conversion appeared only two weeks away. Two unmarked maintenance training airframes were flown in, but by the end of September the decision was reversed, and the unit converted to RF-4Cs instead.

CONNECTICUT ANG



A-10A 78-615, which was assigned to the 103rd TFG, shows a liberal use of tan in highlighting unit markings. Tan backs the 103rd insignia, highlights the CT tail codes, and accents the Outstanding Unit Award's oak leaf above the codes. This photograph was taken in August 1984.

(Van Winkle)

103rd Fighter Group

In the summer of 1979, the 103rd TFG, 118th TFS (Flying Yankees) began converting from F-100s to A-10s at Bradley ANG Base, Connecticut. In doing so, the 103rd became the first ANG unit to fly A-10s, and the first ANG unit to receive new tactical aircraft directly from the manufacturer.* By 1991, the 103rd was preparing to convert to F-16s, but the planned conversion was first delayed, then canceled. A-10s will remain in service with the 103rd into the new millennium. Connecticut Air Guard units dropped the term "Tactical" from their designations on 16 March 1992.

All 103rd A-10s were delivered in European I camouflage. Unit markings have been simple, black lines

(with tan highlights between 1983 and 1989), and they have moved around somewhat. Tail codes are CT (Connecticut). The 103rd shield was carried on the left fuselage above the strake, then moved to the left engine nacelle in the early 1980s. The ANG shield was carried on the right side opposite the unit insignia. The OUA (with one oak leaf) first appeared on both sides of the fuselage, just aft of the shields. It moved to the tail, above the CT codes, when the shields moved to the nacelles, then returned to the forward fuselage (with a second oak leaf) in July 1989. At 1993's Gunsmoke competition, 103rd Warthogs carried **The Flying Yankees** in black script on each nacelle.

* The first Air National Guard unit was organized in 1946. Prior to World War II many Army National Guard observation squadrons had received new tactical aircraft directly from the manufacturers.

*A-10A 79-165 lands during Gunsmoke 1993. The tan was eliminated in 1989. The OUA (now with two oak leaves) is ahead of the wing, and **The Flying Yankees** has been added to each engine nacelle in black script.*

(Brown)



MARYLAND ANG



At left is the insignia for the 175th TFG. At right, B Flight's Orange crescent marks the fin's lower edge on 78-702. The ammo loading access door is open behind the nose wheel as the "Dragon" 30mm loader is being wheeled into position. The ladder storage door is painted in a representation of the Maryland state flag. This photo is dated January 1981. (Left Piet, Right Van Winkle)

175th Fighter Group

The 104th TFS, 175th TFG, accepted its first A-10 in October 1979. The unit received the first LASTE modified A-10s in the Guard and then used them to win the GUNSMOKE '91 air-to-ground bombing and gunnery competition. The term "Tactical" was dropped from unit designations in March 1992. Despite years of rumors about F-16 conversions, the 175th will continue to fly A-10s into the next century.

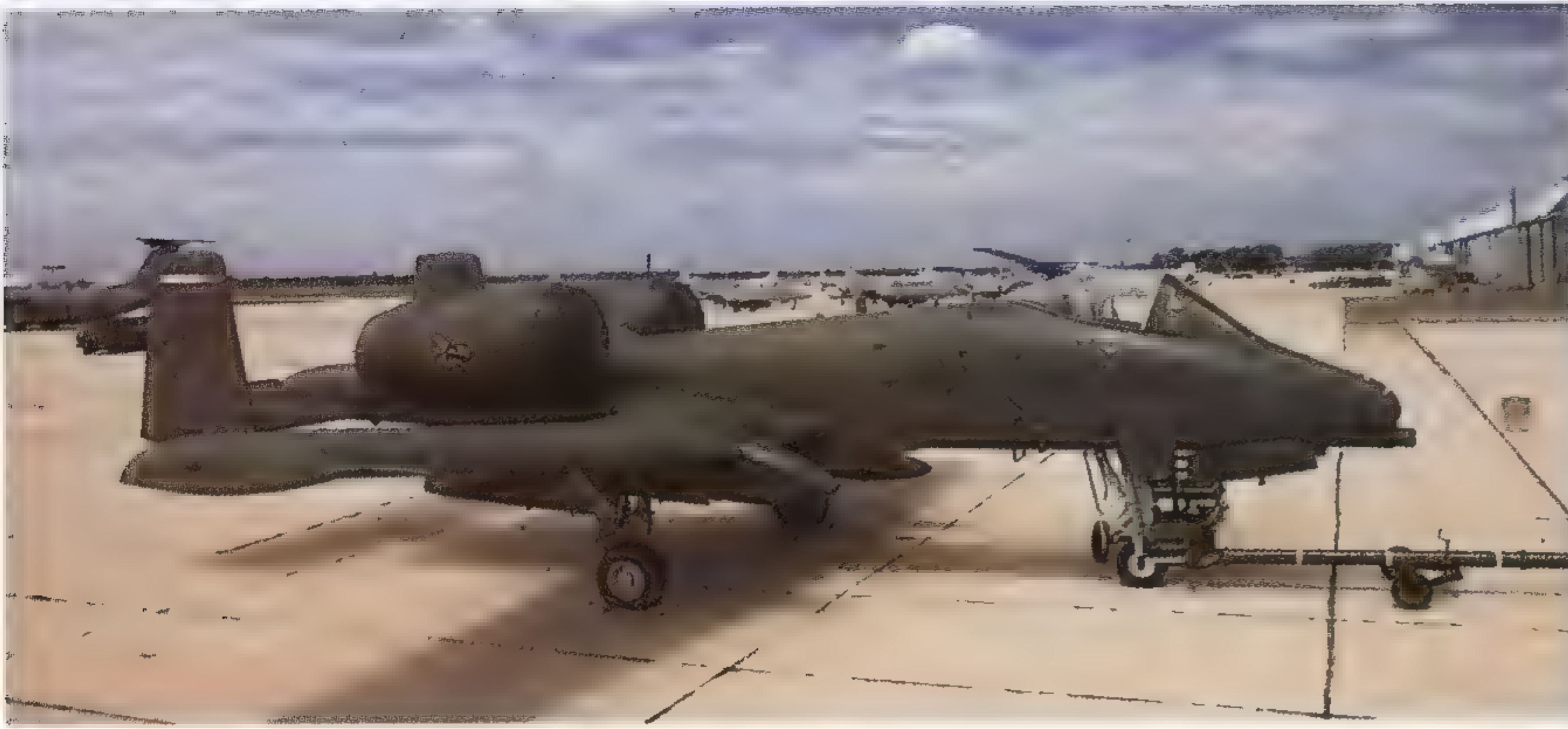
All 175th A-10s were delivered in European I camouflage. Tail codes are MD (Maryland). Initially, each aircraft carried a black outline ANG insignia over the right fuselage strake, and a black outline 175th insignia over the left strake. By January 1981, the 104th's three flights began marking the lower edge of the fins in flight colors: A Flight - white; B Flight - orange; and C Flight - "green." (On the green-camouflaged tails the green flight

color wasn't actually applied. Thus, C Flight was known as the "no-tails.")

May 1985 saw a revision to the markings. The ANG insignia was dropped, the black-line group insignia was moved to the right engine nacelle, and a full-color squadron insignia was placed on the left nacelle. The unit insignias soon traded nacelles, with both applied in full color. By February 1987, a new **MARYLAND** band, including flight colors, was added to the tails, and flight colors were revised: A Flight - yellow; B Flight - orange; and C Flight - blue. By July 1991, a full-color OUA was placed on each side of the fuselage above the strakes. After winning Gunsmoke, the legend **GUNSMOKE "91" WORLD CHAMPS** was stencilled with the OUA. A fourth flight was added in 1993; D Flight chose green as its flight color.



In June 1982, another B Flight aircraft, 78-705, carried a white shield representing Schleswig-Holstein following a Checkered Flag deployment. At right is the 175th FG insignia. (Van Winkle)



*Warthog 78-718 exhibits revised 175th TFG markings in May 1991. The tail flash is white with **Maryland** in black script, and the orange **B Flight** portion has five black stars. The Baltimore Oriole insignia, used by the 104th TFS, is on the right engine nacelle and the group shield is on the right.*



At left, Gunsmoke '91 markings are painted above and below the full-color OUA on both sides of this 175th aircraft. The photo at right shows 78-682 with the markings used by A Flight. It was one of six aircraft from the 175th that received nose art during a deployment in August 1989. (Left author, Right Fushi)



*The rest of the deployed 175th aircraft display their nose art. They are, from right to left, **Lil' Denise**, **Iron Maden** (78-693, A Flight), **Norris the Playhog** (78-683, A Flight), **Cleared Hot, My Barb** (78-718, B Flight), **Miss Piggy** (79-087, C Flight), **Mama CAS** (78-682, A Flight), and **Darling Denise** (78-627, A Flight). (Fushi)*

MASSACHUSETTS ANG



At left is the artwork on the nose of 79-104, which is the 104th group commander's aircraft. Westfield is the home of Barnes Municipal Airport, where the 104th is based. At right is the insignia of the 104th TFG.

(Photo: Van Winkle)

104th Fighter Group

The Massachusetts Air Guard converted to Warthogs in July 1979. The 131st TFS of the 104th TFG is based at Barnes Municipal Airport, near Westfield, Massachusetts. These units were redesignated the 131st FS and 104th FG in March 1992. Long rumored to be on the F-16 conversion list, the 104th will remain in A-10s through the end of the decade.

All 104th A-10s arrived in European I camouflage. Black **MA** (**MA**ssachusetts) tail codes were applied. The

ANG shield was stencilled in black above the right fuselage strake until 1981. A red tail band bearing five white stars and a black stripe was added by mid-1981. That year, a simple map of Massachusetts was added to each nacelle in camouflage colors. A **104** shows through the eastern part of the map in the background camouflage color. The map disappeared by the late 1980s. In 1989, a full-color OUA (with 2 oak leaves) was added to each side of the fuselage above the strakes.



Here is an overall view of City of Westfield in May 1990.

(Van Winkle)

MICHIGAN ANG



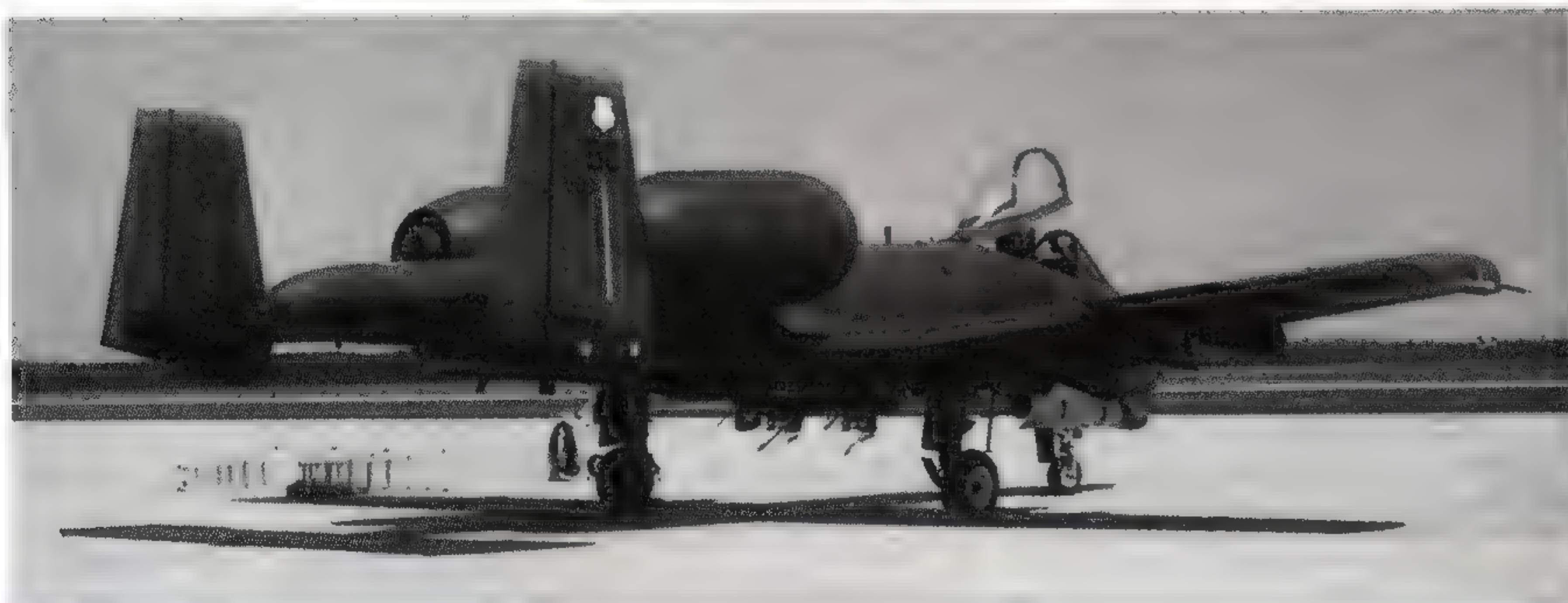
Riding off the wing of a tanker in May 1993, 79-129 shows full 110th FG markings. Note the OUA above the fuselage strake. (Wright)

110th Fighter Group

The 172 Tactical Air Support Squadron, 110th Tactical Air Support Group, officially converted from OA-37s to Warthogs on 1 October 1991. The units dropped the "Tactical" prefix from their designations later in the month, and converted to "110th Fighter Group" and "172d Fighter Squadron" in March 1992. The 110th is based at W. K. Kellogg Airport in Battle Creek, Michigan.

All aircraft were delivered in European I camouflage, with the first Ghost Grays aircraft repainted in 1992. Tail

codes are **BC** (Battle Creek), and the tail cap is blue with **Michigan** in yellow script. (These are perhaps the most handsome tail markings in the Guard.) Ghost Grays aircraft omit the blue and yellow, applying only a black script **Michigan**. A full-color ANG insignia rounds out the tail markings. By May 1993, the squadron insignia, still marked as a TASS, was added to the forward left fuselage, and an OUA was added to the right above the strake.



*While the placement of **BC** codes above the formation lights is standard for 110th FG A-10s, 81-998 carries its radio call number much higher than usual. This photo is dated May 1993. (Wright)*



Photographed in January 1994, A-10A 80-258 shows the more somber markings applied to 110th aircraft in the Ghost Grays scheme. The only remaining color is found inside the ladder storage door. (Van Winkle)

NEW YORK ANG



Although NY tail codes have not yet been applied to 78-609, The Boys from Syracuse logo has been painted on the nacelle. (Linn)

174th Tactical Fighter Wing

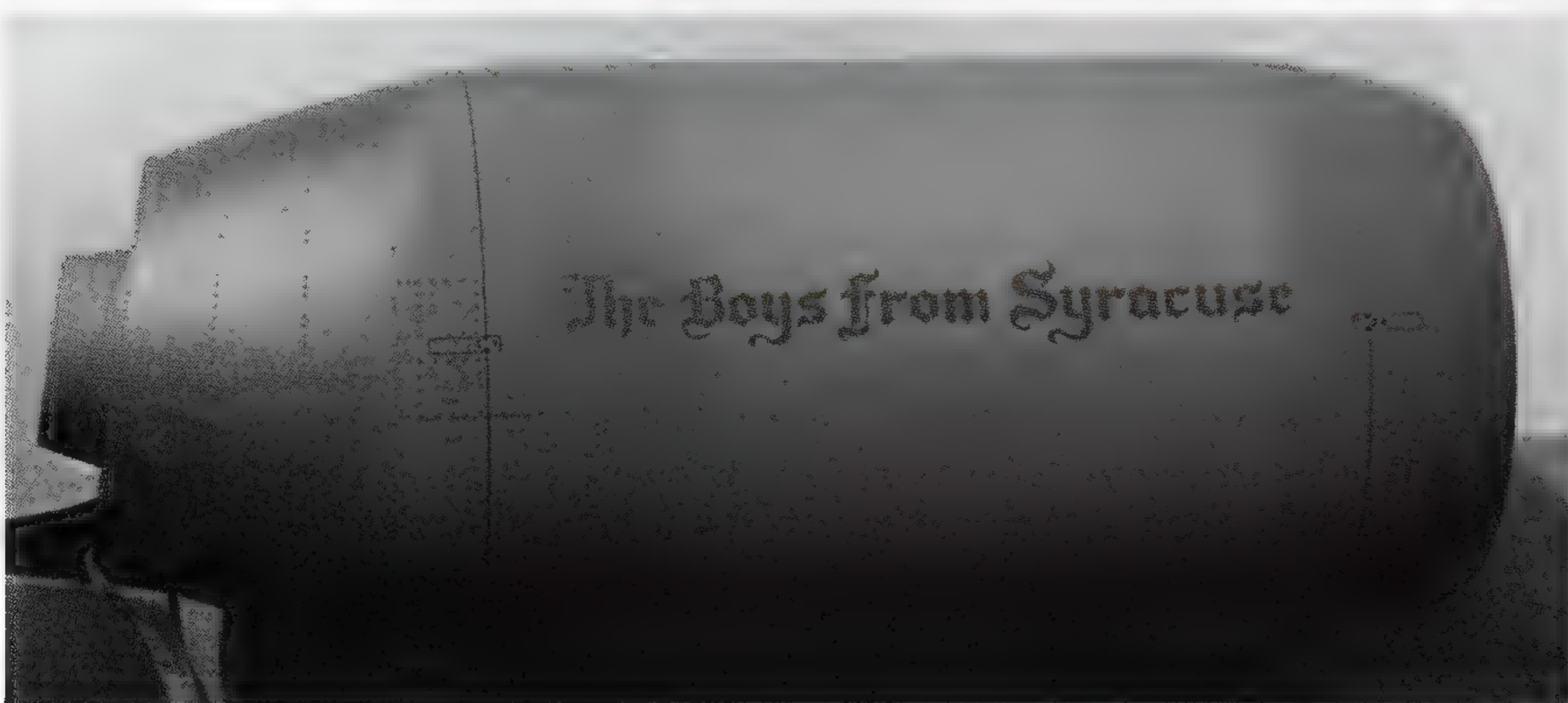
Warthogs officially replaced the A-37s of the 138th Tactical Fighter Squadron, 174th Tactical Fighter Group - "The Boys from Syracuse" - in September 1979. In October, the group was redesignated a tactical fighter wing. In November 1988, the first F-16s arrived at Hancock Field, and the 174th would pioneer the use of F-16s in the close air support role. This mission became known as "Fast-ass CAS." The last A-10 left in March 1989.

All of the 174th's A-10s arrived wearing European I camouflage. The only external unit markings were black NY (New York) codes on the fins and a black Gothic **The Boys from Syracuse** on each engine. Each aircraft carried individual artwork and an OUA inside the boarding ladder door. The 174th kept close ties with its Checkered Flag deployment base in Bavaria and frequently applied special markings in honor of that German state.



Above: A-10A 78-658 illustrates the drab colors which were standard for 174th A-10s. Note the numerous repaints on the forward fuselage in this August 1984 photograph.

(Van Winkle)



Left: Detail of the 174th's nacelle marking are shown here. (Linn)

PENNSYLVANIA ANG



The 111th TASG commander's aircraft, 77-233, is seen here at Willow Grove in mid-1989. The tail band is split horizontally in the colors of the 103rd's three flights. The large red keystone was carried on only a few group aircraft.

111th Fighter Group

The 103rd Tactical Air Support Squadron, 111th Tactical Air Support Group, began converting to OA-10s in 1988, and the unit's last OA-37 left in March 1989. The 111th was slated to go to Desert Storm, but the rapid end of combat obviated the need for an additional A-10 Forward Air Control unit. On 16 March 1992, the flying units were redesignated the 103rd Fighter Squadron and the 111th Fighter Group.

All 111th Warthogs arrived in European I camouflage, but repainted Ghost Grays aircraft appeared in 1992.

Black PA (Pennsylvania) tail codes were soon added, as was a tail band in the appropriate maintenance flight color: A Flight - yellow; B Flight - blue; or C Flight - red. Early on, the group explored painting a large red keystone, representing the Pennsylvania state symbol, on each nacelle. In 1991, a black outline of Pennsylvania with a small red keystone was also tested on the nacelles. The 111th operates a four-jet demonstration team called the "Piglets." Each team aircraft wears four white tusks and a black-and-white eye.

This aircraft, 80-227, was a member of the "Piglets" demonstration team in the summer of 1991. The B Flight tail band is blue.
(Garland)



Another view of 77-233 (see top photo) shows minor alterations in the camouflage pattern as well as new tail stripes in June 1990.
(Brown)



WISCONSIN ANG

The forward fuselage of 78-653 shows little in the way of unit markings. The black 128th TFW insignia has been applied above the national insignia. This photo is dated June 1989.



128th Fighter Wing

The 176th Tactical Air Support Squadron (Badger Militia), 128th Tactical Air Support Wing, officially converted from OA-37s to A-10s on 1 October 1981. That same day, the flying units were redesignated as the 176th TFS and the 128th TFW. On 16 March 1992, the "Tactical" prefix was dropped. The last A-10 left by the end of 1992 as the Warthogs were replaced by F-16s.

All 128th A-10s wore European I camouflage. The unit's markings, in black only, included WI (Wisconsin) tail codes, ANG insignia over the tail codes, wing insignia over the left fuselage star, OUA over the fuselage strakes, and the University of Wisconsin "Bucky Badger" cartoon on each engine nacelle.



Above: A-10A 78-692 illustrates the typical, low-key markings of the 128th TFW. Note the repetition of the last three digits of the serial number on either side of the nose, above the gun, and inside the nose wheel door.

Right: Tail and engine markings of 77-276 are shown here as they appeared in December 1983. (Van Winkle)



DESERT STORM

The single most recognizable, and feared, aircraft at low level was the A-10 Thunderbolt II. This black-colored jet was seen as deadly accurate, rarely missing its target. Seen conducting bombing raids three or four times a day, the A-10 was a seemingly ubiquitous threat. Although the actual bomb run was terrifying, the aircraft's loitering around the target area prior to target acquisition caused as much, if not more, anxiety since the Iraqi soldiers were unsure of the chosen target. - Thirty-six-year-old Iraqi captain captured by American forces on 24 February 1991.



Photographed at KFIA in November 1990, 79-207 was assigned to the 74th TFS. A live white Maverick hangs from station 9; an olive drab Maverick hangs from station 3; and (just visible ahead of the nose wheel door) an ALQ-119 hangs from station 1. (Zaloga)

On 2 August, 1990, Saddam Hussein "reclaimed" Kuwait, a former British protectorate which had been independent since 1961. Hussein's purposes were belied by his savage treatment of the Kuwaiti people and his massing of troops against Saudi Arabia. By 7 August, George Bush had begun forging an international alliance against Hussein, and American forces prepared to deploy for Operation Desert Shield. The first forces (including four A-10 squadrons) moved to King Fahd International Airport (KFIA), Saudi Arabia, by the end of August.

The USAF deployed A-10 squadrons (not wings) to the Gulf region. The 354th TFW sent the 353rd and 355th TFSs, creating an organization known as the "354th TFW (Deployed)" to command them. Likewise, the 23rd TFW sent the 74th and 76th TFSs under the 23rd TFW (Deployed). The commanders of these "deployed" wings were the same men who commanded the 354th

and 23rd TFWs back in the states. They quickly decided to meld the desert assets of the bayou and the beach into a single wing which they would jointly command; Air Force records refer to this wing as the 23/354 TFW (D).

In December 1990, Ninth AF established the 14th Air Division (Provisional) to control all deployed tactical fighter wings. Also, the wings were redesignated to more official "provisional" designations. Thus, the 354th TFW (Deployed) officially became 354th TFW (Provisional), although the unique command structure actually resulted in the 23/354 TFW (P).

In December, three more squadrons were called in: the 23rd TASS (joining six of that unit's OA-10s which had deployed in October), the 511th TFS, and the 706th TFS. All three squadrons joined the 23/354th early in January 1991. There would eventually be 155 Warthogs* at KFIA - only the approach of war prevented what

One of the first A-10s in Saudi Arabia, 79-112 belonged to the 355th TFS. By the time the squadron returned to the Beach, 112 carried nose art and the nickname *Here comes the Judge*. Stores include an inert Sidewinder, training Mavericks, a SUU-25 night illumination flare dispenser, and an ALQ-119 ECM pod. (Zaloga)



* The chart on page 64 lists 153 of the 155 A-10s deployed for Desert Storm. (Most sources list 144 aircraft, but 11 spares were flown in before combat began.) Six aircraft were destroyed, all due to combat, leaving 149 flyable aircraft at the war's end. The author would appreciate hearing from anyone with photographic evidence proving the identities of the remaining two Gulf War Warthogs.



A training Maverick is loaded on 78-592, which wears the tail markings of the 354th TFW headquarters. The ECM pod on station 11 is an ALQ-119. This photo is dated November 1990.
(Zaloga)

could have been the world's ugliest air show.

Desert Storm began with air strikes in the pre-dawn hours of 17 January. Launching at dawn, the 74th's CPT Tony Mattox (in 80-189) and LT Bryan Currier (79-210) became the first A-10 pilots to enter combat. By day's end the A-10s had successfully completed 313 of 322 sorties. One Iraqi Mirage F-1 unsuccessfully attempted a visual interception, this being the first and last threat to a Warthog from an enemy aircraft. The day's two slightly damaged A-10s were both hit by small arms fire.

The ground war began on 24 February; on the 25th a column of Iraqi tanks surrendered to a flight of 511th Warthogs which was preparing to attack. The last full day of the ground war was the 27th, and those Warthogs that launched on the 28th found a quiet battlefield.

The fortunes of war decide what flies in front of you and if you shoot it down; but the long-maligned A-10 crews are proud that their two air-to-air victories equal the total of Gulf War kills credited to Navy F/A-18s, are one more than credited to Navy F-14s, and are two more than credited to Air Force F-16s! The Warthogs' victories were also the only air-to-air gun kills of the war.

Eight Warthogs received minor battle damage. Ten others took major hits: one was shot down, its pilot killed; three were shot down, their pilots taken POW and later repatriated; one crashed attempting to land, its pilot killed; one crashed attempting to land, its pilot unhurt; and four brought their pilots home and were repaired.

All eighteen aircraft were hit by optically guided, ground-based weapons. None of the night hogs (engaged in night operations) was ever hit! The Air Force's refusal to repaint its Warthogs provided the Iraqis a uniquely visible target (the "black-colored jet"). The situation was not due to a lack of planning. New Orleans had begun to repaint its aircraft in the Flipper scheme (page 19), but higher command ordered all A-10s returned to European I. Alconbury used a British gray to recamouflage one of its Warthogs, but this too was ordered repainted. All desert A-10s wore a camouflage designed to protect them over Europe's woodlands.

Since there are few official photos of A-10s in Desert Storm, many of the following observations are based on

photos gathered after units returned from the Gulf; and many units changed their markings before going home. Although seven squadrons were assigned to the 23/354 TFW (P), all flew with their home tail codes and markings. During the war all units added mission markings, and five squadrons added nose art (usually after the war). Here is a squadron-by-squadron examination of Desert Storm markings:

23rd TASS: The Nail Facs marked each air control mission with a black nail painted on the left under the windscreen. Nose art was added to the left side. One aircraft (76-547) was loaned to the 706th TFS and carried mission credits painted on the right side of the nose.

74th & 75th TFSs: The Flying Tigers and Vanguards added red mission symbols (tank, SCUD, APC, AAA, and truck, with a red star for each claim) to the right side of the nose. The 74th flew day missions for the first two weeks, and night ops for the rest of the war.

353rd & 355th TFSs: The Panthers and the Falcons added nose art to the left side of the nose of most aircraft, with mission markings forward of the left fuselage star - six gray target symbols (radar, SCUD, AAA, tank, APC, and truck) with a daily total added in grease pencil. After the war, the tallies were painted in black. The Falcons flew as night hogs.

511th TFS: The 511th TFSs traded many aircraft with the 509th in December 1990 before moving to KFIA. All wore Vultures tail markings. Mission credits followed the format for the 353rd and 355th TFSs. After the war the 511th added a black bomb with total sorties in white.

706th TFS: Although on active duty for Desert Storm, 706th Warthogs kept black **AFRES** markings on their engine nacelles. Mission markings, on the right side of the nose, were red targets (tank, APC, AAA, SCUD, radar, and truck) with white hash mark credits. Most aircraft carried a crawdad (based on the 926th CAMS insignia) on the left side of the nose. Each crawdad was individualized with a colored ghutra and thobe headdress and symbol in its claw. Nose art and nicknames usually appeared on the right side. One aircraft (78-582) was borrowed from the 46th TFS at Barksdale and flew with that unit's nose and tail markings.



Fightin' Irish (80-157) poses with the 511th TFS's aircrews at the end of hostilities. Normally assigned to USAFE, the 511th was the only Gulf War Warthog squadron to carry ALQ-131 ECM pods. (Wyndham)

The 511th also borrowed one aircraft (79-218) from the 92d TFS, 81st TFW - the aircraft flew with the 92d's colors, including WR tail codes. This image was recorded upon the aircraft's return to the UK. (Rotramel)

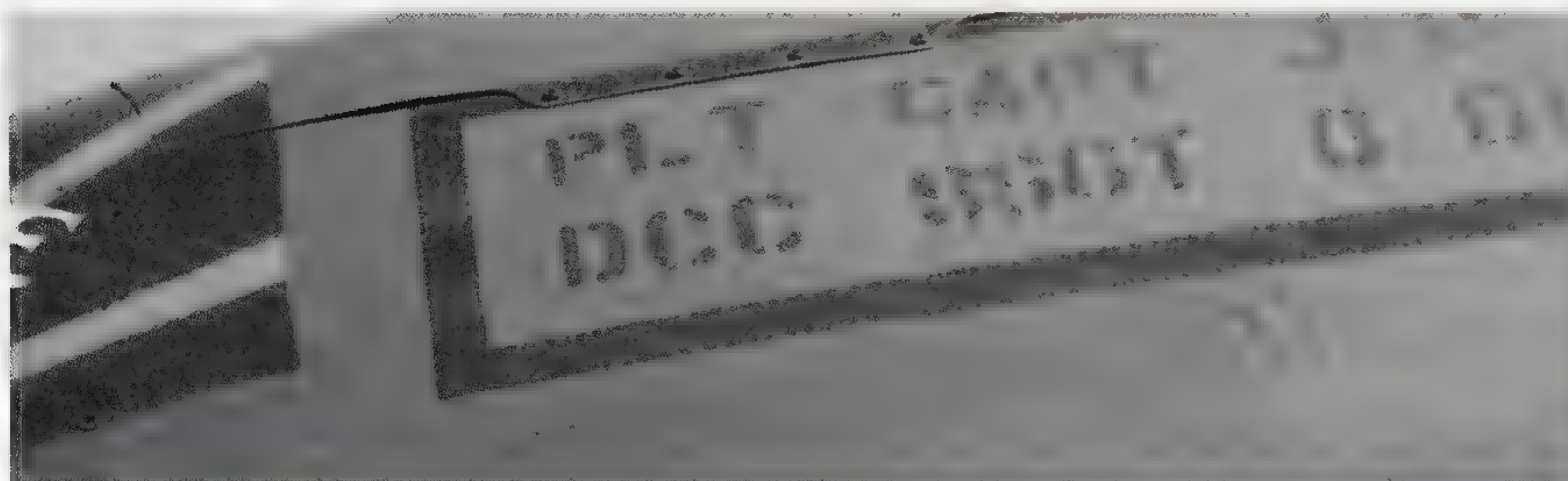


The 706th TFS's 77-260 is shown in a revetment during Desert Storm. Stores include (by station number) ALQ-119 (1), SUU-30 (2, 4, 8, 10), AGM-65 Maverick (3, 9), and two AIM-9L Sidewinders (11). (Spink)



Artwork and mission markings added to the right side of 77-260's nose are shown at left. At right is the red crawdad symbol on the left side. Most 706th aircraft wore a variation of this marking; Warthog 77-260 had red, white, and blue headgear, a white lightning bolt, and a tan and brown tank. Both photos were taken in the United States.

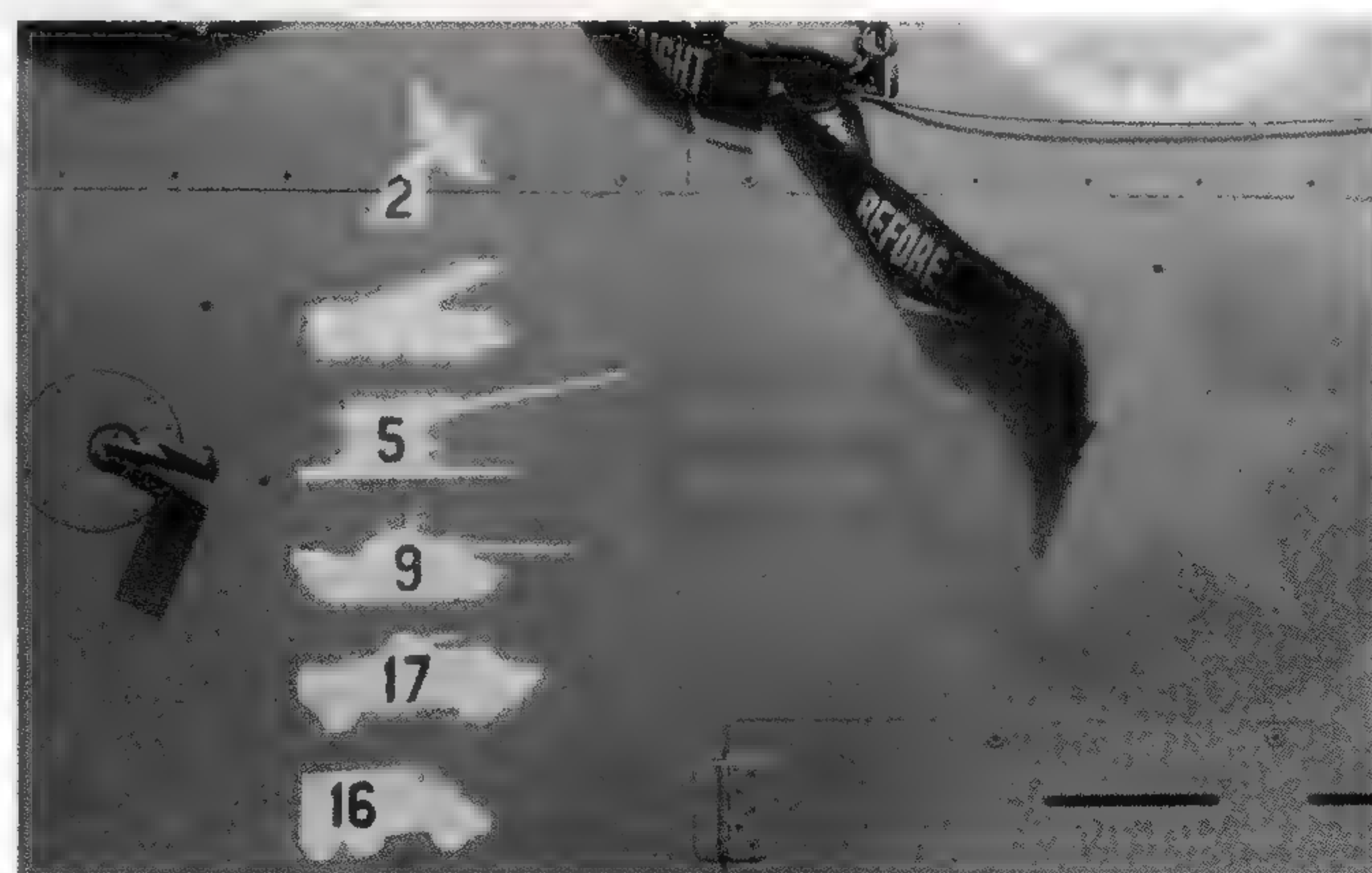
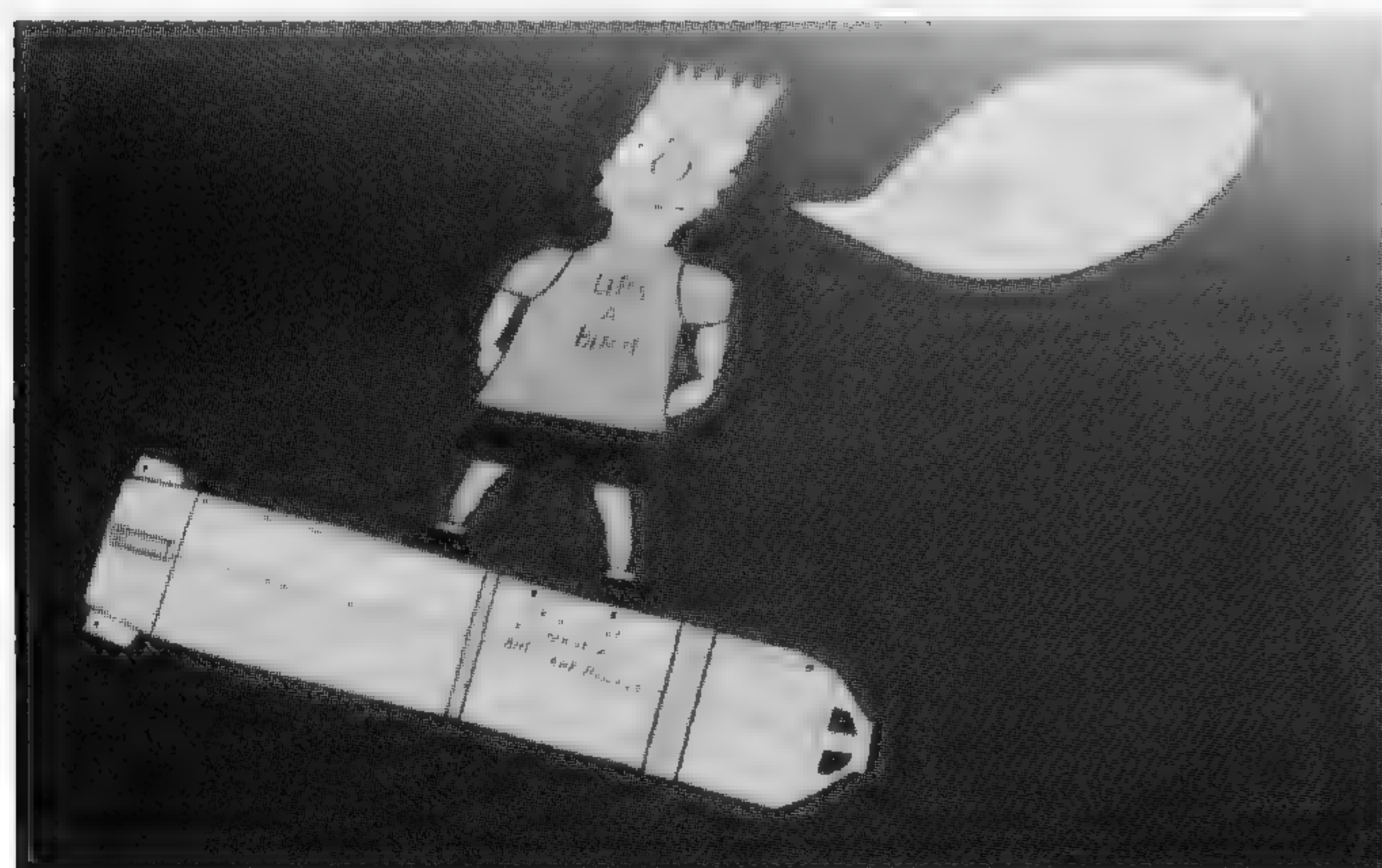
Mary Jane (76-529) of the 23rd TASS was photographed at Davis-Monthan AFB in early June 1991. LAU-68 2.75-inch-rocket pods hang from the TERs on stations 3 and 9.



23rd TASS mission markings took the form of small black nails painted beneath the crew names. These twenty-one nails were carried on Angel; Bad to the Bone (76-537). (Wyndham)



Tawakalna [sic], Dude (79-126) of the 353rd TFS was photographed at Myrtle Beach. The Bart Simpson artwork had originally been labeled Cowabunga, Dude until the A-10s were sent against the Republican Guard's Tawakana Division on 29 January 1991. (Brown)



At left is a closeup of 79-126's Tawakalna, Dude artwork. The photo at right shows typical mission symbols for the 353rd, 355th, and 511th TFSs. The serial of this 355th aircraft is not known. (Wyndham)



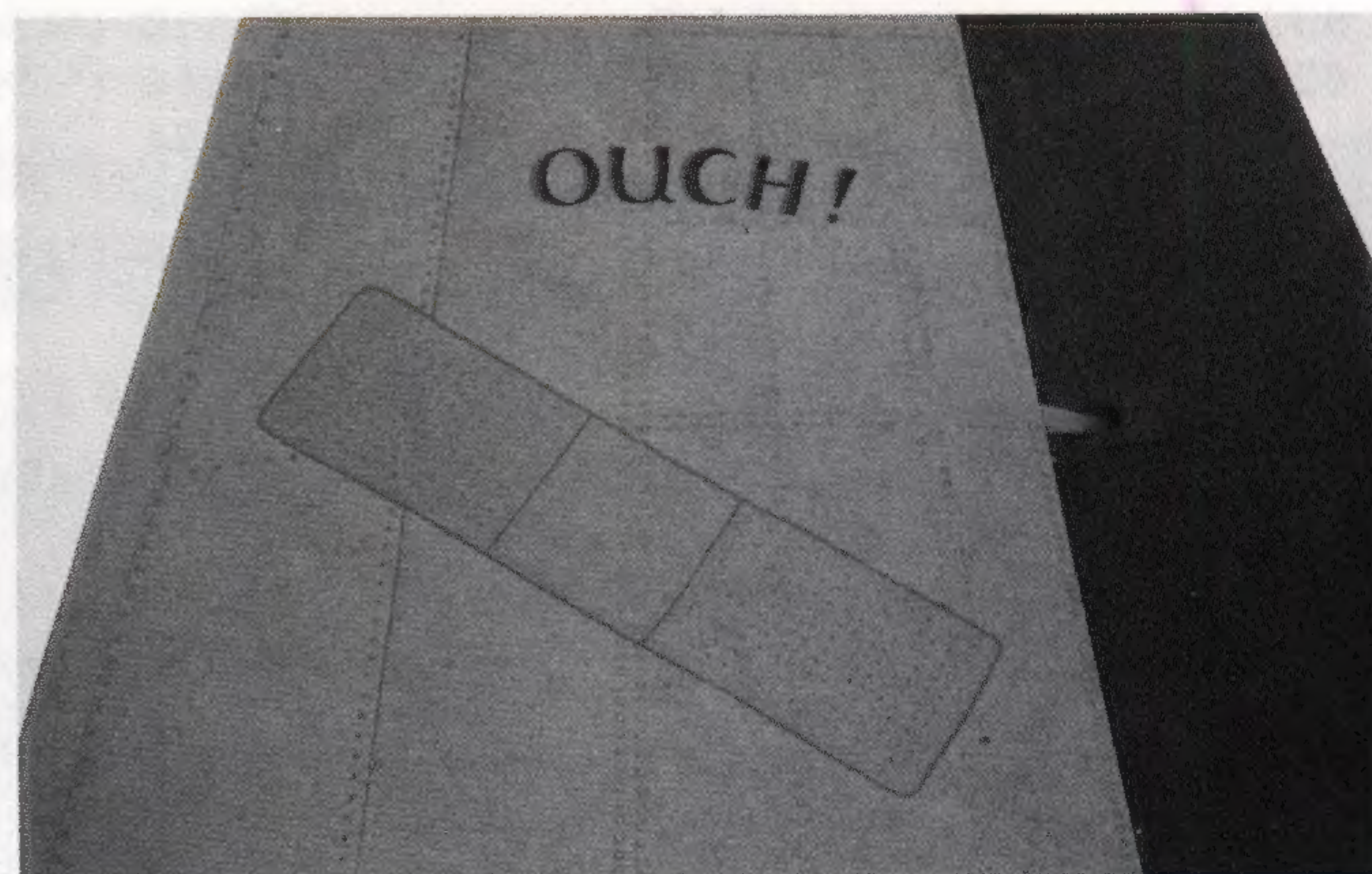
"Any landing you can walk away from..." On 22 February, Captain Rich Biley was hit by an Iraqi missile. Without hydraulics, Biley brought 79-181 back to KKMC flying on manual reversion. The brakes failed, the A-10 ran off the runway, sheared its gear, and belled in. Biley shut down his engines and walked away unhurt. (Spink)



This is the aft end of 79-181. Note the damage from the missile hit. Air Force records count 79-181 as destroyed on landing following major battle damage, but it is not listed as one of the five A-10s lost in action. (Spink)



Perhaps the most famous damage to an A-10 was suffered by 82-664 on 6 February. An Iraqi Missile severed two wing spars, and damaged the third. Captain Paul Johnson brought the aircraft home safely. (Wyndham)



After Major Jim Rose's A-10 lost most of its tail, the repairs were painted with green primer. A flesh-toned bandaid and **Ouch!** completed the left side of 76-540's tail markings. (Wyndham)

DESERT SHIELD/STORM WARTHOGS

23rd TASS

76-529 Mary Jane
76-537 Angel - Bad to the Bone
76-543 (*1)
76-547 The Unknown Bomber (*2)
77-183 Wild Thing
77-185 Lenni May, Live to Fly, Fly to Kill
77-186 The Warrior
77-190 Ace's and Tens are Wild
77-197 (*3)
77-200 Live and Let Die
77-201 Regulated Tang
77-209 The Las Vegas Option
77-218 Porky's Revenge
77-265 Christine
77-270 Western Beauty/Missi Lynn

511th TFS

79-218 (From 92d TFS, "WR" codes)
79-220 Yankee Express (*4)
79-224 Have Gun, Will Travel (*4)
80-144 Pool! (*4)
80-157 Fightin' Irish
80-170 Lakanuki (*4)
80-172 Jennie-Mei (*4)
80-194 Freedom War-Hog (*4)
80-208 Annabelle (Annabel) II (*4)
80-219 (Phoenix art)
80-229 Memphis Belle III (*4)
80-277 Desert Dream (*4)
81-939 Rocky (*4, *5)
81-947 Desert Belle (*4)
81-948 (Pigs in space art) (*4)
81-953 Giv 'em Hell (*4)
81-964 Steal Your Face (*4, *6)
81-967 Brothers in Arms
81-987 Just-A Thumpin (*4)
82-657 Hog's Breath Saloon (*4)

706th TFS (Flights listed in Bold)

76-531 **A** Bayou Babe (Stephanie Ann)
76-540 **A** Fist (Carmelitte) (*7)
76-544 **B** Desert Storm Heros
77-205 **B** Chopper Popper (*8, *9)
77-227 **A** Ya Ya By grace we Licked em (*8)
77-240 **A** Randi, Lauren, Brenda, Beth
77-255 **A** Camel Jockey (*10)
77-256
77-260 **A** (four leaf clover art)
77-266 **A** Iraqi Nightmare
77-268 Crescent City's Desert Darlyn (*8, *11)
77-269 Belle of New Orleans (*8)
77-271 **A** Holy *#@!
77-272 **A** Desert Doc (*8)
77-273 **B** Desert Rose
77-274 **B** New Orleans Lady
77-275 **B** Dino
78-582 (alligator art) (*12)

74th TFS

79-133
79-137
79-166
79-177
79-178
79-187
79-189
79-190
79-195
79-196 (*13)
79-201
79-204
79-207
79-209
79-210
79-213
80-173
80-176
80-210
80-212
80-224
80-246
82-663

76th TFS

79-176
79-181 (*14)
79-182
79-186
79-188
79-193
79-197
79-198
79-203
79-206
79-223
80-151
80-163
80-164
80-165
80-166
80-177
80-178
80-186 (*15)
80-188
80-189
80-190
80-197
80-223
80-248 (*16)
82-653

353rd TFS

78-587
78-593 The Fortune Teller
78-594 Panther Princess
78-595 Rip 'N Tear
78-606
78-660
78-667 (Amazon woman art)
78-668 #1 Tank Killer
78-675 (*13)
78-677 Kiss of Death
78-680 A View...To a Kill
78-681 Playtime (*17)
78-699
78-715 Panther 1
78-722 (*18)
78-725
79-096 Honey Buns
79-124
79-126 Tawakalna (Cowabunga), Dude
79-127
79-128
79-130 (*18)
80-250 (*19)
82-661
82-662
82-664 (*20)

355th TFS

78-591 Secrit Weapin
78-592 Bullet Express (*13)
78-599 Bird of Prey
78-603 Kimberly Anne
78-622 Fear no Evil
78-654 King of Pain
78-662 Eat This, Saddam
78-664 Val's Avenger
78-665 Grim Reaper
78-678 Midnight Express
78-686 Night Penetration
78-710 Darin' Dawnie
78-713 Rage Against the Night
78-714 Louisville Slugger
78-724 Leslie - the Seminole Warrior
79-097 The Dawg Hawg
79-099 Fang
79-100 Georgia Girl (*21)
79-112 Here Comes the Judge
79-115 Mud Blood and No Beer
79-158 Falcon 1
79-160 Dobber's Sting
79-163 Sharper Than Any Two-Edged Sword
79-168
79-173 The Full Armor of God (*22)

- *1) Shot down, 19 February, LTC Jeffrey Fox, POW
- *2) Now displayed at Lackland AFB
- *3) Crashed on landing, 27 February, LT Patrick Olson, KIA
- *4) Assigned to 509th TFS prior to Desert Shield
- *5) Light AAA damage, 25 January
- *6) 2d air-to-air kill (Mi-8), 15 February, CPT Todd Sheehy
- *7) First heavily damaged A-10, 31 January, MAJ Jim Rose
Tail replaced as "Ouch!" Now displayed at McClellan AFB
- *8) Wore "Flipper" camouflage in U. S.
- *9) First air-to-air kill (Bo-105), 6 February, CPT Robert R. Swain. Now displayed at Eglin AFB
- *10) Major AAA damage, 5 February, COL Bob Efferson. Now displayed at NAS New Orleans
- *11) Minor AAA Damage, 1 February, MAJ Richard L. Pauly
- *12) Borrowed from 46th TFS, flew with "BD" tail codes

- *13) Carried wing staff tail markings
- *14) Crashed at base, 22 February, CPT Rich Biley, unhurt
- *15) Heavily damaged tail, 15 February, COL David A. Sawyer. Later flew with tail from 77-255. See page 43, Kinzey's D&S #40, **Aircraft & Armament of Desert Storm.**
- *16) Shot down, 2 February, CPT Dale Storr, POW
- *17) Won AF Cross, now at AF Museum
- *18) Two combat losses, 15 February. CPT Steve Phyllis, KIA; LT Rob Sweet, POW
- *19) Borrowed from 23rd TFW
- *20) Major wing damage, 6 February, CPT Paul Johnson
- *21) Loaned to Massachusetts ANG
- *22) Now displayed at New England Air Museum

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